

| Item No.                                                                                  | Application No. and Parish     | Statutory Target Date                      | Proposal, Location, Applicant                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (1)                                                                                       | 20/02527/OUTMAJ<br>Aldermaston | 3 <sup>rd</sup> February 2021 <sup>1</sup> | Outline Planning Application for the construction of an industrial estate to comprise up to 15,917 sqm of flexible commercial floorspace for B8 (Storage or distribution), Former B1 (c) now Class E (Commercial, Business and Service Use) and B2 (General Industry) with associated access, parking, infrastructure and landscaping. Matters to be considered: Access.<br><br>Blacks Lake, Paices Hill, Aldermaston, RG7 4PG<br><br>Lesimar Ltd |
| <sup>1</sup> Extension of time agreed with applicant until 6 <sup>th</sup> September 2021 |                                |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

To view the plans and drawings relating to this application click the following link:  
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=20/02527/OUTMAJ>

**Recommendation Summary:** Delegate to the Head of Development and Planning to grant planning permission subject to conditions and completion of a S106 legal agreement by the 6<sup>th</sup> September 2021.

**Ward Member:** Councillor Dominic Boeck

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

**Committee Site Visit:** 28<sup>th</sup> July 2021

#### Contact Officer Details

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## **1. Introduction**

- 1.1 This application seeks outline planning permission for up to 15,917 sqm of flexible commercial floorspace for B8 (Storage or Distribution), former B1c now Class E (Commercial, Business and Service Use) and B2 (General Industry) with associated access, parking, infrastructure and landscaping. Matters of access are for consideration at this stage, but all other matters (layout, scale, appearance and landscaping) are reserved for later consideration.
- 1.2 The application site was historically a gravel pit which was infilled in the 1970s and in more recent times was a banger racing track. As such concrete hardstanding covers much of the site. The site is void from any buildings as those associated with previous uses have now been removed. The site is currently accessed from Paices Hill at the north eastern corner.
- 1.3 Young's Trading Estate lies immediately to the north of the site and is designated as a Protected Employment Area within the West Berkshire Core Strategy. The site predominately comprises of B2 (general industrial) and B8 (storage and distribution) businesses. To the east of the site lies, on the opposite side of Paices Hill, is Ministry of Defence (MoD) land accommodating the Atomic Weapons Establishment (AWE), and to the south is Sascron Select Car Supermarket.
- 1.4 Paices Wood lies to the west of the site and is privately owned by Youngs Estates & Land Ltd and managed in agreement with West Berkshire Council. Now a country park this was formerly a gravel extraction site covering some 35 hectares which now comprises of extensive woodland, grassland and several lakes.
- 1.5 The proposal seeks permission for up to 15,917 sqm of flexible commercial floorspace. This is an outline application with all matters reserved except access. The proposals seek to retain and enhance the existing site access. A carriageway width of 7.3m will be provided with kerb radii of 15m and an enhanced taper for egressing vehicle movements.
- 1.6 The application is supported by a site plan which provides an indicative layout for the site and demonstrates how the 15,917 sqm of floorspace could be delivered. The Planning Statement states that the unit sizes are designed to meet the local need for smaller scale and start up business units with sizes ranging from 200 sqm to 1200 sqm. The application is supported by parameter plans which show the extent of the developable area and the maximum building heights. These parameters would be secured by a condition to control the extent of the development approved.
- 1.7 During the course of the application amended plans have been received to address concerns raised by some consultees. The revisions include further traffic modelling to demonstrate the impact of the development on the highway network, additional tree survey work and mitigation measures, a reduction in the proposed floorspace and the extent of the developable area and a review of the ecological mitigation measures.

## **2. Planning History**

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

| Application     | Proposal                                                                                                                                                                      | Decision / Date     |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 04/01114/OUTMAJ | 100% affordable, key worker, local affordable housing development. (101 houses and 136 flats/maisonette)                                                                      | Refused             |
| 05/01397/OUTMAJ | Removal of Banger Racing Track and the erection of 237 dwellings.                                                                                                             | Refused             |
| 14/03036/COMIND | Part retrospective for continued use of land for race meetings and permanent retention of laid out track, buildings and structures.                                           | Approved            |
| 20/00914/SCREEN | EIA Screening Opinion Request: Construction of an industrial estate to include B1 (b and c) light industrial, B2 general industrial and/or B8 storage and warehouse facility. | Not EIA development |

### 3. Procedural Matters

- 3.1 **EIA:** In accordance with Regulation 8 of the Town and Country Planning (Environmental Impact Assessment) regulations 2017 a screening opinion was issued on the 17th June 2021. The proposal falls within Schedule 2 of the Regulations: column 10(a) (industrial estate development projects). The site is not located in a sensitive area, but it does exceed the relevant threshold in column 2 as the site area is greater than 0.5 hectares. The proposal is therefore "Schedule 2 development" within the meaning of the Regulations. However, taking into account the selection criteria in Schedule 3, it is not considered that the proposal is likely to have significant effects on the environment. Accordingly, the proposal is not considered "EIA development" within the meaning of the Regulations. A screening opinion has been issued accordingly.
- 3.2 **Publicity:** A series of site notices have been displayed at the entrance to the site. A site notice was originally displayed on the 17th November 2020. This expired on the 8th December 2020. Following receipt of amended plans and an amendment to the description of the development a new site notice was displayed in the same location on the 8th March 2021. This expired on the 22nd March 2021. It was brought to the case officer's attention that this second notice was no longer displayed so a replacement notice was put up on the 31st March 2021. This expired on the 21st April 2021. Further amended plans have been received during the course of the application in relation to Highways and Ecology and these have been subject to full reconsultation.
- 3.3 **CIL:** Community Infrastructure Levy (CIL) is a levy charged on some new development to pay for new infrastructure required as a result of new development. CIL will be charged on all new residential development at a rate per square metre (based on Gross Internal Area). This is however not charged at outline stage but will be calculated once a reserved matters application is approved. This process is managed by the CIL Charging Authority and correspondence will be sent under separate cover following the grant of any permission. More information is available at [www.westberks.gov.uk/cil](http://www.westberks.gov.uk/cil).

- 3.4 **Conditions:** The conditions recommended within this report have been agreed with the agent.

## 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.

|                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Aldermaston Parish Council:</b>                                | <p>9<sup>th</sup> December 2020: Objection raised due to the potential for increased HGV traffic on the A340 through Aldermaston Village which is a conservation area.</p> <p>19<sup>th</sup> March 2021: Objections raised relate to: Increase in commercial traffic on the A340, disproportionate amount of employment sites locally and roads cannot cope with traffic, road networks are not favourable for cyclists, impact on emergency planning, concern for increasing numbers of people working in the area and how emergency plans are managed and implemented, impacts on trees and ecology and concern for the sustainability of the site.</p>                                                       |
| <b>Baughurst Parish Council (neighbouring parish, Hampshire):</b> | <p>19<sup>th</sup> March 2021: Concerns raised for the impact the development will have on traffic (especially HGVs) going through Baughurst. Concerned with the impact this will have on traffic into Heath End Road and along the B3041 where there are already serious traffic incident hotspots at the Calleva Roundabout and Brimpton Common. It is noted that there were 10 traffic incidents adjacent to the site in the 5 years to 30/11/2019. These included</p> <ul style="list-style-type: none"><li>• 6 serious incidents</li><li>• 6 incidents at the Calleva roundabout at the junction of Heath End Road and the B3041 of which 4 were serious and all involved two-wheeled road users.</li></ul> |
| <b>Highways (WBC):</b>                                            | <p>2<sup>nd</sup> December 2020: Additional modelling work required to demonstrate the impact on the local highway network.</p> <p>24<sup>th</sup> May 2021: Further information sought with regards to capacity assessments and impacts on the surrounding road network.</p> <p>14<sup>th</sup> July 2021: Review of additional information concludes that there is no severe impact on the local highway network and the application is acceptable.</p>                                                                                                                                                                                                                                                        |
| <b>Environment Agency:</b>                                        | <p>16<sup>th</sup> December 2020: The application site is contaminated and the site is located upon a secondary aquifer A. The phase 2 site investigation report demonstrates that it will be possible to manage the risks posed to controlled waters by this development but further detailed information will be required before works start. No objection subject to conditions.</p> <p>19<sup>th</sup> March 2021: No additional comments. Request original conditions are attached.</p>                                                                                                                                                                                                                     |

|                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Trees (WBC):</b>                      | <p>11<sup>th</sup> January 2021: Objections raised given the loss of GI required to accommodate the development and the absence of any mitigation measures or space for this to occur.</p> <p>6<sup>th</sup> April 2021: The earlier Sylva tree survey has been updated with a Tree Report by Keen Consulting (dated Feb 2021) to now include trees in the southern part of the site – this survey is in accordance with BS 5837:2012. A Landscape buffer Plan has also been submitted. No objections are raised subject to conditions.</p>                                                                                                                          |
| <b>Ecology (WBC):</b>                    | <p>12<sup>th</sup> January 2021: Objections raised due to unacceptable impacts on biodiversity.</p> <p>14<sup>th</sup> July 2021: Following the receipt of amended plans no objections are raised subject to conditions.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Lead Local Flood Authority (WBC):</b> | <p>12<sup>th</sup> January 2021: Additional information sought.</p> <p>29<sup>th</sup> April 2021: No objections subject to conditions.</p> <p>20<sup>th</sup> July 2021: Officers raise disappointment for the loss of green roofs from the scheme and the reduction in the number of sustainable green measures adopted within the drainage strategy however no objections are raised subject to conditions.</p>                                                                                                                                                                                                                                                   |
| <b>Transport Policy (WBC):</b>           | <p>13<sup>th</sup> January 2021: A travel plan is required for a development of this scale.</p> <p>29<sup>th</sup> April 2021: A Travel Plan for the site has now been submitted and is of an appropriate size for the development and contains various measures and initiatives to encourage sustainable travel to/from the site. There are a few minor amendments that will need to be considered before the plan is considered to be acceptable. These can be addressed through a condition.</p>                                                                                                                                                                  |
| <b>Emergency Planning (WBC):</b>         | <p>19<sup>th</sup> January: Additional information sought with respect to an emergency response.</p> <p>29<sup>th</sup> April 2021: Additional information sought.</p> <p>Final comments confirm no objection subject to conditions.</p>                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Office Nuclear Regulation:</b>        | <p>11<sup>th</sup> February 2021: Due to the scale and location of the proposed development ONR advise against this application unless the emergency planners at West Berkshire District Council which is responsible for the preparation of the Aldermaston off-site emergency plan required by the Radiation Emergency Preparedness and Public Information Regulations (REPPPIR) 2019 are consulted with regard to this application and that they subsequently provide written confirmation that, in their opinion, the proposed development can be accommodated within their existing off-site emergency planning arrangements (or an amended version of it).</p> |
| <b>AWE:</b>                              | <p>Advised that they do not wish to make any representation to the application.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

|                                           |                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Economic Development (WBC):</b>        | Full support                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Environmental Health (WBC):</b>        | No objections subject to conditions relating to contamination, Construction Method Statement, hours of work relating to the future use of the site, floodlighting and a piling risk assessment.                                                                                                                                                                                       |
| <b>Royal Berkshire Fire and Rescue:</b>   | No objection. It is strongly recommended that the applicant takes appropriate measures to reduce the likelihood of arson. Further guidance can be found in the various guides produced by the insurance industry, the Arson Prevention Bureau and the Arson Control Forum.                                                                                                            |
| <b>Natural England:</b>                   | No objection                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Minerals and Waste Planning (WBC):</b> | No objection. The site comprises a former landfill site and is within 250m of a Waste Site Buffer. Commercial and industrial development is not considered to impact upon the operation of waste management sites.                                                                                                                                                                    |
| <b>Archaeology (WBC):</b>                 | No objection. No below ground archaeological implications, the land has previously been subject to mineral extraction and modern disturbance.                                                                                                                                                                                                                                         |
| <b>Housing (WBC):</b>                     | No objection                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Thames Water:</b>                      | No objection. The planning application proposal sets out that foul water will not be discharged to the public network and as such Thames Water has no objection. Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal and as such a condition is required to prevent issues with low pressure. |

### ***Public representations***

4.2 Representations have been received from 23 contributors, 1 of which support, and 22 of which object to the proposal. 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.

4.3 The following in objection:

- Concerns for surface water drainage. There are currently drainage issues on the A340 due to natural drainage ditches being historically infilled. Concern that the surface water from the site will ultimately discharge into the fishing lakes off site which could cause flooding. It is a concern that the lakes cannot cope with the additional water that will be generated by this proposal.
- It is not possible to estimate the expected working population and therefore assess the impact of the proposal on the emergency plan.
- Concern for increasing working population within the DEPZ.
- Impact on traffic cannot be fully assessed until the end users and their hours of operation are known.

- The proposal will increase the amount of traffic through Aldermaston Village which is potentially dangerous. The rural roads cannot safely accommodate more HGVs which is threatening to pedestrians.
- Air pollution, noise and vibration from additional traffic.
- Traffic causing damage to many listed buildings within Aldermaston Village which is a conservation area.
- The single crossing point in Aldermaston Wharf adds further concerns.
- West Berkshire Council declared a climate emergency in 2019. This development does not support that goal. The site should be powered by renewable energy generated on site.
- Council recently refused planning permission for a supermarket in Tadley on traffic generation grounds. This scheme will have a greater impact on the highway network.
- Potential increase in traffic through Tadley.
- There are a number of units on Young's Industrial estate which are not in use.
- Query whether a former gravel site constitutes brownfield land.
- The site is contaminated.
- The location is unsustainable. Bus services are infrequent and not used by commuters.
- The site is adjacent to Paices Hill Nature park.

#### 4.4 The following in support:

- Welcome the site being bought into use. It is natural infill with industrial development on both sides.
- No immediate effect on any residential properties.
- Boost to local employment.

## 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, ADPP6, CS5, CS8, CS9, CS10, CS13, CS14, CS15, CS16, CS17, CS18, CS19 of the West Berkshire Core Strategy 2006-2026 (WBCS).
- Policies OVS.5, OVS.6, TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

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

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Planning Obligations SPD (2015)
- West Berkshire Landscape Character Assessment (2019)

## 6. Appraisal

6.1 The main issues for consideration in this application are:

- Principle of development
- Character and appearance

- Neighbour amenity
- Highways
- Trees
- Contamination
- Ecology
- Nuclear Installations - AWE Aldermaston
- Sustainable construction

### ***Principle of development***

- 6.2 The [National Planning Policy Framework](#) (NPPF) was revised on 20<sup>th</sup> July 2021. The NPPF sets out the government's planning policies for England and how these are expected to be applied. References in this report to the NPPF are to this latest revision unless otherwise stated.
- 6.3 The application site is located within the open countryside within a Biodiversity Opportunity Area and adjacent to a Protected Employment Area. The site is also within the inner planning zone for AWE Aldermaston with the boundary for AWE Aldermaston directly opposite on the other side of the A340. The application site has an extensive planning history. Most relevant to these proposals is the current authorised use of the site as a banger racing track with ancillary structures. The site is no longer in active use and the buildings have been demolished. The site remains as hard standing and the access has been retained. The site comprises brownfield land within the open countryside.
- 6.4 Policy ADPP1 of the Core Strategy states that development in West Berkshire will follow the existing settlement pattern with most development within or adjacent to the settlements included in the settlement hierarchy. The policy continues to state that within the open countryside only appropriate limited development will be allowed focused on addressing identified needs and maintaining a strong rural economy.
- 6.5 The application site is located within the East Kennet Valley, the name given to the rural south-east of the district that lies east of Thatcham and outside of the AONB. The Atomic Weapons Establishment (AWE) has two bases in this area, at Aldermaston and Burghfield, which has implications for the future level of development in this area. Policy ADPP6 is the spatial strategy for the East Kennet Valley. According to the policy, the character of all the settlements in this area will be conserved and enhanced by ensuring that any development responds positively to the local context. Development in the open countryside will be strictly controlled. In terms of employment, existing Protected Employment Areas, such as Youngs Industrial Estate and Calleva Park near Aldermaston (amongst others) will continue to play a vital role in the local economy.
- 6.6 Policy CS9 of the Core Strategy seeks to facilitate and promote the growth and forecasted change of business development in the plan period. This will be achieved in part by directing proposals for industry, distribution and storage uses to the District's defined Protected Employment Areas and existing suitably located employment sites and premises. The East Kennet Valley (Policy ADPP6) is served by a number of existing Protected Employment Areas one of which being the neighbouring Youngs Industrial Estate and Calleva Park also near Aldermaston. Others include Beenham Industrial Area and Theale Lakes Business Park.
- 6.7 Policy CS9 continues to state that any proposals for commercial/industrial uses outside of the Protected Employment Areas will be assessed by the Council against the following:



- Compatibility with uses in the area surrounding the proposals and potential impacts on those uses; and
  - Capacity and impact on the road network and access by sustainable modes of transport.
- 6.8 An assessment against these criteria will be considered in the following sections of this report.
- 6.9 As part of the current Local Plan Review, which is looking to set out the Council's planning policies up to 2037, the Council have commissioned an Employment Land Review which was undertaken in August 2020. This will inform the preparation of the economic development and employment land policies in the next Local Plan. The property market assessment within this review demonstrates demand for industrial and in particular warehousing for logistics and distribution is strongest on the eastern side of the District. The industrial floor space requirement over the next plan period, after accounting for all planned supply, is approximately 62,000sqm, equivalent in land terms to approximately 16ha.
- 6.10 While the evidence base for the Local Plan and the emerging policies demonstrates a need for commercial floorspace, the application is also supported by a statement on local economic need. This makes reference to the historically high occupancy rates, relatively low turnover of units and the range of business occupiers which operate from the adjoining Youngs Industrial Estate. It also seeks to highlight the sustainable nature of the site accessed from the A340, a key transport connection between the M4 and M3.
- 6.11 At this stage of preparation, only limited weight can be given to the emerging policies in the Local Plan Review (as per paragraph 48 of the NPPF), but it is recognised that part of this application site has been proposed by the Council as a possible employment site within the emerging Local Plan. Draft Policy SP21 considers site allocated for economic development, and this site is EMP4. The Regulation 18 consultation responses on the Local Plan Review are currently being reviewed.
- 6.12 In conclusion, subject to compliance with Policy CS9, namely the two criteria set out with regards to highways impacts and compatibility with neighbouring land uses, there is in principle support for this development. It is recognised that the scheme will support economic growth and productivity to meet an identified need by providing modern efficient premises for new and existing business alongside new employment opportunities. These aims are consistent with the policies within the Core Strategy and the guidance within the National Planning Policy Framework.

### ***AWE Aldermaston***

- 6.13 The Atomic Weapons Establishment (AWE) has two bases in West Berkshire, at Aldermaston and Burghfield, both of which are licensed nuclear installation. Given the potential cumulative effects of any population increase surrounding the installations, land use planning consultation zones for the installations are provided by Core Strategy Policy CS8.
- 6.14 The application site is located opposite AWE Aldermaston, and is within its Inner Land Use Planning Consultation Zone and Detailed Emergency Planning Zone wherein consultation with the Office of Nuclear Regulation is required for such development proposals. Development proposals are likely to be refused under Policy CS8 where the Office of Nuclear Regulation (ONR) advise against development, in conjunction with the Council's Emergency Planning Service which is responsible for the AWE Off-Site Emergency Plan.

- 6.15 The application is accompanied by a draft emergency plan and plans to show how buildings will be adaptable in the event of an emergency to allow for staff to remain on site and to take shelter. A number of concerns have been raised by objectors to the increasing levels of development within the inner planning zone and how this may impact in an emergency. The ONR advised they would object unless the Emergency Planning Officer was satisfied with the scheme and this is the case. No objections have been raised to the scheme by the Emergency Planning Officer, and AWE has advised it does not wish to make any representations on the proposal. As such no consultee objections have been raised to the scheme and the proposal complies with Policy CS8 of the West Berkshire Core Strategy 2006-2026.

### ***Character and appearance***

- 6.16 The application site is situated within a predominately industrial/commercial area. The site is bordered by Youngs Industrial Estate immediately to the north while to the south the land has recently been redeveloped and is occupied by Sascron Car Supermarket. To the east lies AWE Aldermaston. Paices Wood lies to the west of the site and is privately owned by Youngs Estates & Land Ltd and managed in agreement with West Berkshire Council. Now a country park this was formerly a gravel extraction site covering some 35 hectares which now comprises of extensive woodland, grassland and several lakes. Access into the public car park serving this park runs parallel to the southern site boundary.
- 6.17 As an outline application, this application does not include final details of scale, layout, appearance or landscaping, which are subject to change within the proposed parameters at reserved matters stage. However, the proposed details of the access are for full consideration at this stage. The proposal will utilise the existing access in the north eastern corner of the site. While the overall site layout, height and appearance of the buildings is not for detailed consideration at this stage the visual impact of a commercial use of the described size must be considered. While the site is located within a commercial area the wider rural context of the site must be recognised.
- 6.18 The application is accompanied by parameter plans which show the extent of the developable area and the landscaping which wraps around the edge of the site. At present the site comprises largely of hardstanding and is void of any landscaping apart from around the site boundaries which are to be enhanced as part of the proposals. This is essential to provide a softer edge to the development particularly when viewed from Paices Hill Park to the west. It also helps to create a more attractive setting for the development. The retention and protection of the existing trees is secured by a condition.
- 6.19 The use of green walls will be employed on some of the external facing walls of the buildings. While the layout is subject to a future reserved matters application the site plan shows the southern elevations of units 1 and 16 to utilise this technology along with the west facing elevations of units 5-8. This will further help to soften views of the development from outside of the site. This is secured as part of the LEMP condition which refers to the measures set out by the applicant in their ecological enhancements statement.
- 6.20 Given the contaminated nature of the site there is little opportunity for extensive areas of new planting. The proposal seeks to address the current contamination issues by capping the site. The applicants are therefore reliant on using planters and containers as a way of introducing some new landscaping. While minimal, the new planting will enhance the development. It is also recognised that the scheme will resolve the existing contamination issues associated with the site which in itself delivers considerable environmental improvements.

- 6.21 The proposed building heights will be limited to a maximum of 18m. The building heights are set out on the parameter plans showing the lowest units to be a maximum of 9m high while the larger units reach 17.6m. There will be variety across the site. The proposed building heights are considered to be acceptable.
- 6.22 In conclusion the proposed commercial use is considered to be in keeping with the character of the area and the proposals comply with policies CS14 and CS19 of the West Berkshire Core Strategy 2006-2026 and the guidance within the National Planning Policy Framework.

### ***Neighbouring amenity***

- 6.23 Planning Policy CS14 of the West Berkshire Core Strategy is of importance with regard to the potential impact of new development on the amenity of neighbouring occupiers or land users. Policy CS14 requires new development to make a positive contribution to the quality of life in West Berkshire while Local Plan Saved Policies OVS.5 and OVS.6 relate to potential noise and pollution impacts which may arise from new development.
- 6.24 The land to the north, east and south of the site is in commercial use and as such the proposal is compatible with the proposed use. Further south of the site is Paices Hill Traveller Site which is approximately 120m away. These properties comprises the nearest residential dwellings. There are other isolated properties slightly further way. Between the application site and these dwellings there are other existing commercial uses and given the distance involved it is not considered that the proposed commercial and industrial uses would have a harmful impact on the amenity of these properties.
- 6.25 Strong concern has been raised by residents for the impacts associated with an increase in the number of large HGV vehicles travelling through Aldermaston Village. The modelling shows that not all the additional traffic will travel though the village and that the increase in movements is not significant as to warrant a refusal.
- 6.26 In conclusion the proposed use is compatible with the neighbouring land uses and no technical objections have been raised to the scheme with regards to noise, contamination or highways impacts and as such the proposal is considered to comply with Policy CS14 of the West Berkshire Core Strategy 2006-2026 and the guidance within the National Planning Policy Framework.

### ***Highways***

- 6.27 In accordance with Core Strategy Policy CS13, development that generates a traffic impact will be required to reduce the need to travel, improve and promote opportunities for healthy and safe travel, improve travel choice and facilitate sustainable travel, and mitigate the impact on the local transport network. The main transport and highway issues relating to this application are traffic generation, sustainable travel, site access, parking and cycle parking.
- 6.28 A 1.5 metre wide footway is provided on the western side of the A340 from the Young's Industrial Estate to the north and Baughurst and Tadley to the south. Bus stops are provided approximately 100 metres to the north of the site access which are served by Route 44, which offers up to four services per day between Beenham and Thatcham. It is therefore considered that the location is sufficiently sustainable, as it can be accessed by other modes to the private car. An interim travel plan has been submitted with the application and the submission of a detailed plan is secured by condition.
- 6.29 The site is currently served by an existing priority access from the A340 Paices Hill which will be retained in its existing location and improved. A 7.3 metre wide access will be

provided, with kerb radii of 15.0 metres. Dropped kerbs and tactile paving will be provided across the junction bellmouth, in keeping with the existing arrangement. An independent Stage 1 Road Safety Audit (RSA) of the proposed access design was completed by Road Safety Answers Ltd on July 20th 2020 and is included in Appendix F of the Transport Statement (TS).

- 6.30 As stated on page 8 of the TS, to calculate the required visibility, an Automatic Traffic Count (ATC) survey was completed on the A340 Paices Hill for the seven-day period commencing Thursday April 23rd 2020. This survey is acceptable for measuring speeds which recorded 85th percentile vehicle speeds of 45.1 mph (72.6 kph) northbound and 42.5 mph (68.4 kph) southbound movements. The plan included within Appendix E of the TS shows that visibility splays of 2.4m x 97.9m to the north and 2.4 x 89.4m to the south can be achieved as is required. As such no objections are raised to the access.
- 6.31 As mentioned on pages 18 to 20, to project traffic generation for the proposal, the Trip Rate Information Computer System (TRICS) has been used. TRICS is an Ireland and UK database of traffic surveys covering many different land uses. Referring to TRICS is a common and standard methodology. The following projection is provided:

|                | Arrivals | Departures | Total |
|----------------|----------|------------|-------|
| 08:00 to 09:00 | 60       | 36         | 95    |
| 17:00 to 18:00 | 16       | 51         | 67    |
| 07:00 to 19:00 | 481      | 497        | 978   |

*Projected traffic movements*

- 6.32 The TRICS data above is accepted by the Highway Authority. Page 19 then projects how the traffic will be distributed by using Census 2011 Travel to Work data. Again this is a common and standard methodology to distribute expected traffic generation. It is projected that traffic will divide 50 / 50 north / south on the A340. Despite the divide, this is a not an insignificant increase in traffic onto the A340.
- 6.33 Further information has been submitted during the application which has been subject to full reconsultation. This comprised a Transport Statement Addendum dated February 2020 and a letter from DHA dated 2nd July 2021 and an updated capacity assessment had been undertaken for the A340 Basingstoke Road / A4 Bath Road / Pips Way Roundabout. This junction has been re-assessed based on the updated TEMPRO rates and the unequal lane usage previously applied has been removed.
- 6.34 Table 2 of the DHA letter provides junction capacity results and this shows that the junctions operates over capacity in 2026 Do Nothing (without development traffic) for the A340 Basingstoke Road in both AM and PM peak period also for the A4 Bath Road in the PM peak. In Do 2026 Do Minimum (with the addition of the development traffic) the operation is worsened along these two approaches. However, the updated results show that the net impact of the development results in an increase in queueing of 10 vehicles in both the AM and PM peaks on the A340 Basingstoke Road arm (between the 2026 Do Nothing scenario and 2026 Do Minimum scenario) and 1 vehicle on the A4 Bath Road.
- 6.35 The applicant is not proposing any mitigation measures the development trips would not have a 'severe' residual effect on the junction in the context of the NPPF, paragraph 109. Having reviewed the updated capacity assessment this is considered acceptable as the proposal will make little difference to any traffic congestion to what will be an already existing situation.

- 6.36 As the planning application is outline at this stage with access being considered, the proposed site layout is only indicative at this stage. It would seem that the proposal will comply with all Council standards regarding car, motorcycle and cycle parking. Electric Vehicle Charging points will also be provided. The site will also be able to accommodate 16.0 metre articulated lorries, rigid lorries, refuse vehicles and fire tenders.
- 6.37 Pages 6 and 7 of the Transport Statement detail that Personal Injury Accident (PIA) data that has been sourced from West Berkshire Council for the area surrounding the application site for the most recent five-year study period up to November 30th 2019. There have been a total of 10 PIA incidents recorded during this period. The parish and objectors make reference to accidents in the area and how these may increase as a result of the development. Six occurred at the A340 / B3051 / Heath End Road roundabout. Of these, four were classified as 'serious' in severity. On review of the incidents recorded it appears that the primary cause was human error rather than deficiencies regarding the public highway. Every PIA is regrettable and can have a detrimental impact of those involved however highway officers concur with the Transport Statement that there isn't a pre-existing highway safety concern that could be exacerbated by the proposed development.
- 6.38 Paragraph 109 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The Local Highways Authority have not raised objections on highway safety grounds, and conclude that there is no severe impact on the local highway network. As such, the application is considered to be acceptable, and the proposal is considered to comply with Policy CS13 of the West Berkshire Core Strategy 2006-2026, Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) and the National Planning Policy Framework.

### **Trees**

- 6.39 Policy CS19 of the Core Strategy seeks to protect the existing landscape character. While the site is located within a commercial context the presence of existing trees around the site boundary are important to the character of the area. The application is supported by a Tree Survey and Tree Protection Plan and Arboricultural report. A landscape buffer plan also shows the extent of the developable area.
- 6.40 The proposals will require the removal of four Ash trees at the entrance to the site to allow for the access to be widened along with the removal of some low level screening comprising Blackthorn and single stem Ash. Two Alder trees will also be removed from around the existing pond. It is noteworthy that the existing pond is contaminated and therefore while there is a loss of trees on this part of the site the remodelling of the pond will bring additional ecological and environmental benefits. Finally a number of Alder trees will be removed from the periphery of a group of woodland trees in the south west of the site however the majority of this woodland area is retained and the loss of a limited number of trees in this location is accepted.
- 6.41 The proposals seek to retain all other boundary trees and those retained within and around the site will be managed for example through coppicing to promote regeneration. Additional landscaping will also be delivered however this is limited due to the remediation works necessary on site to contain the contamination which will largely see the site capped, thus significant infiltration should be limited. As a result of this large containers and planters have been introduced into the scheme to increase the amount of soft landscaping. Subject to the suggested conditions regarding tree protection and landscaping no objections are raised by the Tree Officer.

- 6.42 In conclusion the proposals are considered to comply with Policy CS19 of the West Berkshire Core Strategy 2006-2026 and the National Planning Policy Framework.

### ***Contamination***

- 6.43 The application site has historically been used for gravel extraction, with the quarry workings infilled in the 1970s after which the site was used as a banger racing track. These previous uses along with the uncontrolled release of solvents from the off-site industrial facility AWE have contributed to high levels of contamination on the site. A plume of solvent contaminated groundwater extends from AWE onto the application site and as such the Environment Agency has a longstanding history of being involved with on-site monitoring. The current condition of the site is such that while the plume is relatively contained and stable, deterioration of the surface cover over time is likely to leave to adverse effects in the future. The approach taken by the scheme is one of containment beneath a largely hard surfaced cap.
- 6.44 The application is supported by a series of reports outlining the issues currently experienced on site and the necessary remediation measures. The information submitted is considered acceptable and the industrial end use for this site is welcomed by Environmental Health Officers as a way of resolving and managing this ongoing concern. Conditions have been recommended by Environmental Health and the Environment Agency. Subject to compliance with these no objections are raised to the application.

### ***Ecology***

- 6.45 Policy CS17 of the West Berkshire Core Strategy 2006-2026 seeks to ensure that biodiversity assets across West Berkshire will be conserved and enhanced. In order to conserve and enhance the environmental capacity of the district, all new development should maximise opportunities to achieve net gains in biodiversity. The proposals will address the existing contamination issues associated with this site which itself will deliver direct benefits however this also presents a challenge in terms of the additional measures that can be secured.
- 6.46 For this reason a financial contribution of £60,000 has been secured to deliver environmental improvements off site. The Biodiversity Net Gain Calculator demonstrates that on site there will be a shortfall of credits. Overall the development will result in a loss of habitat units, with a post development score of 6.07 habitat units, resulting in a net change of -42.16% or 4.43 units. Due to the constraints of the site associated with the contamination revisions to the scheme have failed to deliver the necessary credits and as such it has been necessary to secure enhancements off site but within the local area in order to comply with Policy CS17. This contribution will be secured by way of a S106 legal agreement.
- 6.47 While the development will deliver a net loss of credits the proposals seek to retain the features of most interest to biodiversity namely the pond, woodland and boundary features. The scheme will also secure green walls and significant improvements will be made to the water quality of the existing pond. It is also important to recognise that the biodiversity metric does not take into consideration the installation of enhancement measures such as bat and bird boxes. A wildlife tunnel is also to be provided underneath the entrance road to link the pond to the north (of site) with the site landscaping to the south.
- 6.48 In conclusion, the measures combined (including the contribution to deliver off-site environmental improvements) will deliver an approximate 10% net gain in biodiversity. Giving consideration to the contaminated nature of the site at this time the scheme will

provide significant long term enhancement to biodiversity. As such the scheme accords with Policy CS17 of the West Berkshire Core Strategy 2006-2026 and the National Planning Policy Framework.

### ***Sustainable construction***

- 6.49 Policy CS15 of the West Berkshire Core Strategy 2006-2026 relates to sustainable construction and energy efficiency. The policy states that major new non-residential development will achieve a BREEAM Excellent. Given that the application is outline only and the detailed design of the buildings is unknown at this stage no BREEAM information has been provided at this stage. The applicant has, however, confirmed that they aim to achieve BREEAM Excellent and there is no other reason to conclude this requirement is not achievable for a commercial development of this nature and scale. As such a condition has been added accordingly, and so the proposal meets with Policy CS15 of the Core Strategy and the National Planning Policy Framework with regards to sustainable development and energy efficiency.

## **7. Planning Balance and Conclusion**

- 7.1 The principle of development accords with Policies ADPP1, ADPP6 and CS9 of the West Berkshire Core Strategy 2006-2026. No objections have been raised by the Highway Authority, and the proposed use is compatible with the neighbouring uses and the prevailing character of the area. It is considered that the development would deliver sustainable economic development that would complement the existing Protected Employment Area and accord with the statutory development plan. Whilst concern has been raised regarding additional traffic movements, the projected increase is not considered sufficient to warrant the refusal of planning permission. The development would also secure environmental benefits. The application is therefore recommended for approval subject to conditions and the completion of a Section 106 legal agreement.

## **8. Full Recommendation**

- 8.1 PROVIDED THAT a Section 106 Agreement has been completed by 6<sup>th</sup> September 2021 (or such longer period that may be authorised by the Head of Development and Planning, in consultation with the Chairman or Vice Chairman of the Eastern Area Planning Committee), to delegate to the Head of Development and Planning to GRANT PLANNING PERMISSION subject to the conditions listed below.
- 8.2 OR, if a Section 106 Agreement is not completed within this timescale, to REFUSE PLANNING PERMISSION for the reasons listed below.

### ***Conditions***

#### **1. Approval of reserved matters**

Details of the appearance, landscaping, layout and scale (hereinafter called “the reserved matters”) shall be submitted to and approved in writing by the Local Planning Authority before any development takes place. The development shall be carried out in accordance with the approved details.

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 for reserved matters**

Applications for approval of the reserved matters shall be made to the local planning authority not later than 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).

3. **Commencement of development (outline)**

The development hereby permitted shall take place not later than two years from the date of approval of the last of the reserved matters to be approved.

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).

4. **Approved plans/documents**

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

- Location Plan 4157/sk14;
- Development Exclusion Boundary Buffer Plan SK1001;
- Tree Survey and Impact Assessment by Keen Consultants;
- Ecological Assessment by Ecology Solutions ;
- Summary of Ecological Enhancements by Ecology Solutions ;
- Phase 1 Desk Study Lustre Consulting Limited;
- Exploratory Phase 2 Site Investigation by Lustre Consulting Limited March 2020;
- Controlled Waters Risk Assessment by Lustre Consulting Limited March 2020;
- Vapour Detailed Quantitative Risk Assessment (EH Sciences Limited on behalf of Lustre Consulting Limited, March 2020);
- Executive Summary for contamination studies by Lustre Consulting Limited;
- Contamination report Addendum, supporting letter from Lustre Consulting dated 22/07/2020;
- Attenuation Tanks Controlled Waters Assessment by YES Environment;
- Flood Risk Assessment by Lustre Consulting;
- Interim Travel Plan by DHA Planning;
- Tree Constraints Plan drawing number 1577-KC-XX-YTREE-TCP01 Rev 0;
- Tree Protection Plan drawing number 1577-KC-XX-YTREE-TPP01 Rev 0;
- Transport Statement by DHA Planning dated October 2020;
- Transport Statement Addendum by DHA Planning dated February 2021.

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

5. **Illustrative plans/documents**

The reserved matters shall be broadly in accordance with the following illustrative material:

Site Plan drawing 4157/sk26 Feb 2021;  
Proposed Unit 1 – 4 Elevations 4157/sk27a;  
Proposed Unit 5 – 8 Elevations 4157/sk28a;  
Proposed Unit 9 Elevations 4157/sk29a;  
Proposed Units 10 – 12 Elevations 4157/sk30;  
Proposed Unit 13 Elevations 4157/sk31;  
Proposed Units 14 – 16 Elevations 4157/sk32a;  
Proposed Units 17 – 22 Elevations 4157/sk33;  
Indicative Emergency Plan 4157/sk34;  
Outline Emergency Shelter/Evacuation Plan September 2020.



Reason: The above plans have informed the decision making process and should provide a basis for future reserved matters details.

**6. Ground levels and finished floor levels**

No development shall take place until details of existing and proposed ground levels, and finished floor levels of the buildings, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory relationship between the proposed development and the adjacent land. These details are required before development commenced because insufficient information accompanies the application, and the agreed details will affect early construction activities. This condition is applied in accordance with the NPPF, Policies ADPP5, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and the Quality Design SPD (June 2006). A pre-commencement condition is required as these will effect early ground works.

**7. Contaminated land (investigation and remediation)**

No development shall take place until a scheme to deal with contamination at the site has been submitted to and approved in writing by the Local Planning Authority (LPA). The above scheme shall:

- (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 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.

Thereafter, any approved remediation scheme and/or monitoring and maintenance measures shall be carried out in accordance with the approved details. Two weeks written notice shall be given to the LPA prior to the commencement of any remediation scheme.

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 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.

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.

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 1991-2006 (Saved Policies 2007). A pre-commencement condition is required to ensure that adequate investigation and a suitable remediation and/or monitoring is agreed before it may be implemented throughout the demolition and/or construction phase.

**8. No infiltration of surface water to the ground**

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reasons: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with the National Planning Policy Framework. To protect nearby receptors such as the fishing lakes from potential contamination from the underlying solvent plume.

**9. Piling**

Piling using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reasons: To protect groundwater quality and ensure that the proposed piling does not harm groundwater resources in line with the National Planning Policy Framework and Position Statement of the 'The Environment Agency's approach to groundwater protection'.

**10. Construction method statement**

No development shall take place until a Construction Method Statement (CMS) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the demolition and construction works shall incorporate and be undertaken in accordance with the approved CMS. The CMS shall include measures for:

- (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) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- (j) Hours of construction and demolition work;
- (k) Hours of deliveries and preferred haulage routes;
- (l) 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 applied in accordance with the National Planning Policy Framework, Policies CS13 and CS14 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.

**11. Hours of work**

No demolition or construction works shall take place outside the following hours, unless otherwise agreed in writing by the Local Planning Authority:

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.

**12. 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 identify those areas/features on site that are particularly ecologically sensitive and the strategy shall include a plan to show the location of the lighting, isolux contour diagrams and specifications for all lighting. The external lighting shall thereafter be installed in accordance with the approved details prior to the occupation of any of the buildings.

Reason: To protect the amenity of neighbouring sites in accordance with Policy CS14 of the West Berkshire Core Strategy 2006-2026.

**13. Travel Plan**

The units hereby approved shall not be occupied until an amended Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall thereafter be implemented in accordance with the implementation programme set out within the approved plan. It shall 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 (February 2019), Policies CS13 of the West Berkshire Core Strategy (2006-2026), Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) and Supplementary Planning Document Quality Design (June 2006).

**14. Landscape**

No unit shall be first occupied until a detailed soft landscaping scheme, to include details of the structural plants in the planters and containers has been submitted to and approved in writing by the Local Planning Authority. The soft landscaping scheme shall include detailed plans, planting and retention schedule, programme of works, and any other supporting information. All soft landscaping works shall be completed in accordance with the approved soft landscaping scheme within the first planting season following completion of building operations / first occupation of the new buildings (whichever occurs first). Any trees, shrubs, plants or hedges planted in accordance with the approved scheme which are removed, die, or become diseased or become seriously damaged within five years of completion of this 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.

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.

Note: As part of the landscaping it is recommended that the Leylandii trees of Group G10 are removed. They are likely to continue to grow and therefore concern is held for their future retention being close to Unit 5. The Council's tree officer would like to see them replaced with Fastigate Scots Pine (sometimes called Sentinel Pine – *Pinus sylvestris fastigiata*) which will reach a maximum height of 8-12m and reflect the local heathland ecology as well as helping the biodiversity of the site.

**15. 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 *Keen Consultants Tree Protection Plan 1577-KC-XX-YTREE-TPP01 Rev0 dated Feb 2021*. 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 in accordance with the objectives of the National Planning Policy Framework and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

**16. BREEAM**

The development hereby permitted shall achieve a rating of "Excellent" under BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme). The development shall not be first occupied until a final certificate has been issued certifying that this rating has been achieved, and a copy of the certificate has been provided to the Local Planning Authority.

Reason: To ensure the development contributes to sustainable construction. This condition is applied in accordance with the National Planning Policy Framework, Policy CS15 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

**17. Emergency Plan for Construction Phase**

No development shall take place until a comprehensive Emergency Plan has been submitted to and approved in writing by the Local Planning Authority in relation to the construction phase of the development. Thereafter the measures set out in the approved Emergency Plan shall be implemented in full for the duration of the construction process.

Reason: In order to ensure protection of the construction staff should there be a radiation emergency at AWE Aldermaston in accordance with Policy CS8 of the West Berkshire Core Strategy 2006-2026. A pre-commencement condition is required as it is essential the approved strategy is in place at the time works commence and measures may need to be put into place prior to works starting on site.

**18. Outline Emergency Plan**

No development shall take place until an outline Emergency Plan for the whole site has been submitted to and approved in writing by the Local Planning Authority. The plan shall be based on the draft submitted with this application however it must also provide the following:

- (a) Confirmation as to the construction of each of the units – in order to assess they will be able to provide adequate sheltering conditions.

- (b) Confirmation that a live telephone landline would be available in each of the units.
- (c) More details as to what would be needed to happen in each of the units by way of the 'basic' actions.
- (d) More detail in relation to how a controlled immediate evacuation or a controlled release after shelter would be undertaken and where an agreed location for everyone to go to would be. The site is on a major road and one which would be used by the emergency services as a result any evacuation must not impact on the responding vehicles.
- (e) Confirmation in the emergency plan that all the equipment referred to will be available such as bedding, masks, food etc for each unit.
- (f) Whilst it is noted that there is often 85% daily occupancy of the maximum numbers of employees this does not take account of visitors to the units who would also need to be accommodated therefore the sheltering capacity should take account of this. In addition the layouts of each unit must allow for sheltering the maximum occupancy with no requirement for anyone to go outside to get shelter in another unit.
- (g) More detail is necessary in relation to the coordination of the response across all unit.
- (h) More detail is necessary in relation to training and exercising of the plan(s).
- (i) More detail in the plan should be added in relation to recovery.

An outline Emergency Plan means that normally only the final contact details and names are not completed.

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

Reason: In order to ensure that the development will not have an impact on the AWE Off-Site Plan and therefore to protect employees and the emergency response team should there be a radiation emergency at AWE Aldermaston in accordance with Policy CS8 of the West Berkshire Core Strategy 2006-2026. A pre-commencement condition is required as it is essential to the future use of the site that acceptable measures can be put in place.

#### 19. **Comprehensive Emergency Plan for the site and individual units**

No individual unit shall be occupied until a comprehensive Emergency Plan for the site and that particular unit has been submitted to and approved in writing by the Local Planning Authority.

Upon occupation of the respective unit the approved measures within the Emergency Plans shall be implemented in full, shall be kept up-to-date by the unit operator and the site management/owners. Thereafter, the plans should be reviewed and amended as necessary and at least annually. The Local Planning Authority may at any time require the amendment of either/both plan(s) by giving notice pursuant to this condition. The Local Planning Authority may at any time require a copy of the then current Emergency Plan for the site which shall be submitted to the Local Planning Authority within 1 month of notice being given.

Reason: In order to ensure that the development as a whole and the individual units have integrated emergency plans in place in order to ensure that the application site as a whole will ensure a coordinated response with the site management and individual units such that the site as a whole will not have an impact on the AWE Off-Site Plan and will mitigate the risk to those people on the site in accordance with Policy CS8 of the West Berkshire Core Strategy 2006-2026.

#### 20. **Thames Water**

No building shall be occupied until confirmation has been provided 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 development to be occupied.

Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure 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

## **21. Landscape and Ecological Management Plan (LEMP)**

No development shall commence until a Landscape and Ecological Management Plan (LEMP) (also referred to as a Habitat or Biodiversity Management Plan) has been submitted in accordance with the Summary of Ecological Enhancements Version 21.06.21 and 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 to include hard and soft infrastructure, boundary treatments and habitat enhancement and protection measures.
- (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. Measures should be monitored in years 1, 3, 5, 10, 15, 20, 25 and 30.
- (i) A phasing plan including green phasing so habitats are protected and enhanced in the best way possible and to allow for the planting to become well established before handover to any managing agent.

The LEMP shall also include details of the legal and funding mechanisms 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 required to ensure biodiversity enhancements are incorporated into the development in accordance with the National Planning Policy Framework and Policy CS17 of the West Berkshire Core Strategy 2006-2026.

## **22. Construction Environmental Management Plan (CEMP)**

No development shall take place (including demolition, 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) 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 required to ensure biodiversity enhancements are incorporated into the development in accordance with the National Planning Policy Framework and Policy CS17 of the West Berkshire Core Strategy 2006-2026.

**23. Time limit on development before further surveys are required**

If the development hereby approved does not commence (or, having commenced, is suspended for more than 12 months) within 3 years from the date of the planning permission, the approved ecological measures secured through Conditions 24 and 25 shall be reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned to (i) establish if there have been any changes in the presence and/or abundance of protected and (ii) identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

**IMPORTANT:** If any protected species are identified in the new surveys that were not previously known to be on site, and are likely to be harmed by the development, then a protected species licence might be required before works can commence. Advice should be sought from Natural England and/or a suitably qualified ecologist.

Reason: A pre-condition is required because the impacts on species will need to be managed during the construction process. This condition is required to ensure biodiversity enhancements are incorporated into the development in accordance with the National Planning Policy Framework and Policy CS17 of the West Berkshire Core Strategy 2006-2026.

**24. Electric vehicle charging points**

The units hereby approved shall not be occupied until details of the electric vehicle charging points have been submitted to and approved in writing by the Local Planning Authority. Each unit shall not be occupied until the electric vehicle charging points for that unit have been provided in accordance with the approved drawings. The charging points 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 and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006, Saved Policies 2007.

**25. Visibility splays before development**

No development shall take place until visibility splays of 2.4 metres by 89.0 metres to the north and 2.4 x 98.0 metres to the south have been provided at the access in accordance with drawing 14592-H-01 submitted on October 29<sup>th</sup> 2020. 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 and Policy CS13 of the West Berkshire Core Strategy 2006-2026.

**26. Access construction before development**

As a first development operation, the vehicular, pedestrian/cycle access and associated engineering operations shall be constructed to wearing course with the area within the junction radii completed with a tarmac surface in accordance with the approved drawing 14592-H-01 submitted on October 29<sup>th</sup> 2020. The access shall be constructed via Section 278 of the Highways Act 1980 or any other appropriate mechanism. No business unit shall be occupied until the access works have been completed in accordance with drawing 14592-H-01 submitted on October 29<sup>th</sup> 2020.

Reason: To ensure that the access 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).

**27. Vehicle parking provided to standards**

The units hereby approved shall not be occupied until details of the vehicle parking and turning space/areas have been submitted to and approved in writing by the Local Planning Authority. Such details shall show how the parking spaces are to be surfaced and marked out. The use shall not commence until the vehicle parking and turning spaces/areas for that unit have been provided in accordance with the approved details. The parking and/or turning space for each unit and any communal spaces shall thereafter be kept available for parking serving the development at all times.

Reason: To ensure the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which 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).

**28. Cycle storage**

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. The development shall not be brought into use until the cycle parking and storage space



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, 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).

**29. Drainage:**

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 and thereafter implemented in accordance with the approved details before the development is occupied.

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 which seeks to maximise the use of 'green SuDS' within a development;
- b) Include attenuation measures to retain rainfall run-off within the site and allow discharge from the site to an existing watercourse at no greater than Greenfield run-off rates;
- c) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site;
- d) Include run-off calculations, discharge rates and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +40% for climate change;
- e) Include pre-treatment methods to prevent any pollution or silt entering SuDS features or causing any contamination to the soil or groundwater;
- f) Ensure any permeable paved areas are designed and constructed in accordance with manufacturers guidelines;
- 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 Contamination Risk Assessment for the soil and water environment (assessing the risk of contamination to groundwater, develop any control requirements and a remediation strategy);
- i) Include measures with reference to Environmental issues which protect or enhance the ground water quality and provide new habitats where possible;
- j) Apply for an Ordinary Watercourse Consent in case of surface water discharge into a watercourse (i.e stream, ditch etc);
- k) Show that attenuation storage measures have a 300mm freeboard above maximum design water level. Surface conveyance features must have a 150mm freeboard above maximum design water level;
- l) Include with any design calculations an allowance for an additional 10% increase of paved areas over the lifetime of the development;
- m) Provide details of catchments and flows discharging into and across the site and how these flows will be managed and routed through the development and where the flows exit the site both pre-development and post-development must be provided;
- n) Provide details of how surface water will be managed and contained within the site during any construction works to prevent silt migration and pollution of watercourses, highway drainage and land either on or adjacent to the site;

- o) Provide a post-construction verification report carried out by a qualified drainage engineer demonstrating that the drainage system has been constructed as per the approved scheme (or detail any minor variations thereof), to be submitted to and approved by the Local Planning Authority on completion of construction. This shall include : plans and details of any key drainage elements (surface water drainage network, attenuation devices/areas, flow restriction devices and outfalls) and details of any management company managing the SuDS measures thereafter;
- p) Provide details of how the existing culvert linking A340 with the existing on-site pond will be replaced and improved;
- q) Provide details of how the existing on-site pond will be improved both in terms of water quality (and where possible, quantity) and for habitat and biodiversity;
- r) Provide details of how the periphery of the site will be re-naturalised and enhanced to improve appearance and ecology of the site;
- s) Provide details to show how the development will prevent surface water from entering into the existing contaminated groundwater on site;
- t) Show how the built area of the development will encourage surface water runoff to be slowed down and cleaned through pervious paving and porous sub-base. SuDS measures such as tree pits will be provided throughout the site.

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.

### ***Heads of Terms for Section 106 Agreement***

#### **1. Biodiversity net gain credits off site**

A contribution of £60,000 to secure off site credits to enhance biodiversity in accordance with Policy CS17 of the West Berkshire Core Strategy 2006-2026.

### ***Refusal Reasons (if Section 106 Agreement not completed)***

#### **1. Planning obligation**

The application fails to provide an appropriate planning obligation for a financial contribution to secure off-site credits to enhance biodiversity. The application is therefore contrary to the National Planning Policy Framework, Policy CS17 of the West Berkshire Core Strategy 2006-2026, and the Council's adopted Planning Obligations SPD.

## ***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. The local planning authority has worked proactively with the applicant to secure a development that improves the economic, social and environmental conditions of the area.
2. 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](http://www.westberks.gov.uk/cil)
3. The Asset Management team, West Berkshire District Council, Environment Department, Council Offices, Market Street, Newbury, RG14 5LD, or [highwaysassetmanagment@westberks.gov.uk](mailto:highwaysassetmanagment@westberks.gov.uk) 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.
4. 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.
5. The attention of the applicant is drawn to the Highways Act, 1980, which enables the Highway Authority to recover expenses due to extraordinary traffic.
6. Any incidental works affecting the adjoining highway shall be approved by, and a licence obtained from, the Principal Engineer (Streetworks), West Berkshire District Council, Transport & Countryside, Council Offices, Market Street, Newbury, RG14 5LD, telephone number 01635 – 503233, before any development is commenced.