

For: PLANNING AND REGULATION COMMITTEE – 5 June 2017

By: DIRECTOR FOR PLANNING AND PLACE

Development Proposed:

Erection of a salt barn, provision of hardstanding and vehicle wash down facility, and installation of Siltbuster settlement unit, desalination plant, drainage, lighting and landscaping.

Division Affected: Sutton Courtenay and Marcham
Contact Officer: Catherine Kelham **Tel:** 07809 383 809
Location: Drayton Highways Maintenance Depot, Depot & Premises
Divisional Surveyors Offices, Milton Road, Sutton
Courtenay, Abingdon, OX14 4EZ
Applicant: Oxfordshire County Council
Application No: R3.0030/17 **District No:** P17/V0865/CM
Application received date: 15 March 2017
Consultation Period: 30 March 2017 to 20 April 2017
District Council Area: Vale of White Horse

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Part 1 - Facts and Background

Location (see site plan Annex 1)

1. Drayton Highways Maintenance Depot is located approximately 1.25km to the east of Drayton village and approximately 1.25km to the west of Sutton Courtenay village, in the Abingdon-on-Thames and Oxford Fringe area of the Vale of the White Horse. The proposed development would take place in the southern part of the depot site and the proposed salt barn would be erected in the south-west corner. The depot is accessed via its north-west corner from Milton Road.

The Site and its Settings

2. Drayton Highway's Maintenance Depot is an open site consisting of hardstanding areas used for internal circulation of highways maintenance vehicles and the storage of highways equipment, road signage, recycled materials and road planings. The site is already used for the open air storage of salt and its distribution and at present, the southern part of the site contains large, open-air stockpiles of rock salt.

3. The Highways Maintenance Depot is predominantly surrounded by agricultural land. An employment site made up of several industrial units is located immediately north of the depot and a garden machinery sales, servicing and repairs unit is located approximately 70 metres to the southwest of the site. The closest residential property (Windy Ridge Cabin) is approximately 20 metres to the south of the location the proposed salt barn. Other residential properties are approximately 65 metres to the south-west on Milton Road, approximately 115 metres to the south-west on Drayton East Way, approximately 325m to the north-west on Milton Road and approximately 260 metres to the north on Drayton Road.
4. The site is located within the Lowland Vale (Saved Policy NE9) policy area and landscape enhancement (Saved Policy NE11) policy area of the Vale of White Horse Local Plan 2011. Public Bridleway no. 192/1/40 runs east-west immediately to the south of the site. A scheduled ancient monument, believed to be a historic settlement site, lies to the south of the site adjacent to the bridleway. There is a Biodiversity Action Plan site (floodplain grazing marsh) approximately 500 metres to the north-east of the proposed salt barn site. Gilbourn's Farmhouse, a grade II listed building, lies approximately 420 metres to the north-west of the proposed salt barn site.
5. The depot is screened along the west part of the southern boundary by a group of semi-mature ash. A tree line formed of mature leyland cypress forms the west boundary of the site.

Details of the Proposed Development

6. In order to keep the salt store dry and minimise its loss from exposure to wind and rain, Oxfordshire County Council are seeking permission to erect a salt barn, hardstanding and ancillary development associated with the existing salt storage at Drayton Highways Maintenance Depot.
7. No changes to how the Highways Maintenance Depot operates are proposed. Vehicle movements currently occur throughout the day and night. This proposal would not alter the existing pattern or quantity of vehicle movements to or from the site.
8. The salt barn would be positioned in the south-west corner of the site. It would consist of a galvanised lattice steel frame outer structure covered with a tensioned green coloured composite PVC membrane (RAL number to be confirmed). The building would have a pitched roof with peak height of 13 metres and eaves height of 8.8 metres. The building would be 28 by 35 metres (gross external floor area 980m²). A 6m wide and 11m high opening would be provided centrally in the outer structure's east elevation. The internal structure would comprise of a 26 by 33 metres salt bay with a capacity for 5,500 tonnes of rock salt. A 25 by 25 metres area of hardstanding is proposed at the foot of the salt barn's east elevation.
9. The vehicle wash down area would be a 10 by 10 metres concrete pad connected to the southern edge of the proposed hardstanding area. The wash down area would be screened by 3 metres high timber fences along the east, south and west elevations. An elevated steel scaffold walkway would be

provided along the east and south elevations within the fenced area to assist with the wash down process. The highest point of the structure would be the walk way guard rail at 4 metres from ground level.

10. Two water storage tanks providing water to the wash down facility are proposed along the southern boundary of the site adjacent to the desalination plant. The cylindrical tanks (1.8m wide x 1.5m in height) would be mounted side by side on a 3m high steel platform. The maximum height of the mounted tanks would be 4.5m from ground level.
11. The Siltbuster would replace an existing structure and connect to the site's drainage system along the western boundary of the site, to the north of the proposed salt barn. It would have a maximum height of 3m, a maximum length of 2.3m and width of 1.5m. The unit would be of steel construction and blue/green (STANDARDRAL 5001) in colour.
12. The site seeks to manage salt spillage and the chloride concentration of brine water that runs off the loading area through general operational controls. Should a desalination plant be required, it would be located adjacent close to the south-east corner of the salt barn, between the storage water tanks and vehicle wash down area. It would consist of three black coloured plastic tanks, two of which would be mounted on steel support frames, and the third would be fixed to the ground. It would have a maximum height of 2.5 metres, width of 1.5 metres and length of 5 metres.
13. In each corner of the proposed hardstanding area, steel road lighting columns of 8 metres nominal height would be installed. A fifth lighting column, with the same height and design would be installed to the south of the proposed wash down area.
14. New planting to screen the development is proposed along the western, southern, and eastern site boundaries. Along the western (road-facing) boundary, it is proposed to interplant the existing conifer tree line with holly and yew. To the south, it is proposed to interplant the ash tree belt with understorey native shrub species including holly, hazel, field rose, goat willow and hawthorn. This understorey planting would continue along the eastern (field-facing) boundary. Along this boundary, it is also proposed to plant new native tree species of field maple and English oak. The final details of this planting scheme are yet to be finalised.

Part 2 - Other Viewpoints

Third Party Representations

15. No representations have been received.

Consultation Responses

16. Sutton Courtenay Parish Council objects to this application. They have considerable concerns regarding the size of the building and believe there would be extensive impact from light pollution during the winter months.

17. Historic England has no objection to the application on heritage grounds. Historic England has however highlighted the proposed development site may contain archaeological remains. With regard to these undesignated archaeological remains, Historic England defers to the advice of Oxfordshire County Archaeological Service.
18. The Vale of the White Horse Environmental Protection Team has no objection to the proposed development, subject to the lighting scheme complying with the overspill impact identified in the lighting report.
19. The County Council's Ecology Officer has recommended the inclusion of a condition to ensure the development proceeds in accordance with the general mitigation measures and biodiversity enhancement measures detailed in paragraphs 4.2 and 4.3 of the February 2017 Ecological Impact Assessment report by Atkins submitted with the application.
20. The County Council's Environmental Strategy Officer has provided suggestions and comments on the boundary planting proposals and maintenance plan. In addition, he recommends the final choice of colour for the salt barn should be agreed.
21. The County Council as Lead Local Flood Authority has no objection to the application.
22. The Arboricultural Officer has no objection to the application.
23. The Archaeological Officer has noted that the application site is within an area of high archaeological potential and has recommended the inclusion of two conditions to require the applicant to implement a programme of archaeological works.

Part 3 – Relevant Planning Documents

Relevant planning policies (see Policy Annex to the committee papers)

24. Planning applications should be decided in accordance with the Development Plan unless material considerations indicate otherwise.
25. The Development Plan for this area comprises:
 - i. Saved Policies of the Vale of the White Horse Local Plan 2011 (VWHLP); and
 - ii. Adopted Vale of White Horse Local Plan 2031 (VWHLP 2031).
26. Other documents that need to be considered in determining this development include:
 - i) The Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites (VWHLP 2031 Part 2) was subject to a period of consultation which closed on 4th May 2017. Whilst a material consideration, in accordance with paragraph 216 of the NPPF, these policies are at an early stage and should be given limited weight in any decision made.
 - ii) National Planning Policy Framework (NPPF).

27. The relevant Development Plan policies are:

Vale of White Horse Local Plan 2011 (VWHLP)

- DC5 (Access)
- DC6 (Landscaping)
- DC9 (The impact of development on neighbouring uses)
- DC12 (Water Environment)
- DC20 (External lighting)
- HE10 & HE11 (Archaeology)
- NE9 (The Lowland Vale)
- NE11 (Areas for landscape enhancement)

Vale of White Horse Local Plan 2031 (VWHLP 2031)

- Core Policy 1 (Presumption in favour of sustainable development)
- Core Policy 37 (Design and Local Distinctiveness)
- Core Policy 39 (The Historic Environment)
- Core Policy 40 (Sustainable Design and Construction)
- Core Policy 42 (Flood Risk)
- Core Policy 43 (Natural Resources)
- Core Policy 44 (Landscape)
- Core Policy 46 (Biodiversity)

28. The relevant policies of the VWHLP 2031 Part 2 are:

- Development Policy 20 (Lighting)
- Development Policy 22 (Amenity)
- Development Policy 24 (Noise)
- Development Policy 38 (Archaeology & Heritage Assets)

Part 4 – Analysis and Conclusions

29. The key policy issues to consider in determining this application are:

- i. Principle of the Development
- ii. Landscape and Visual Impact
- iii. Amenity (noise, light, visual impact, traffic)
- iv. Heritage and Archaeology

Principle of the Development

30. As stated above, the Highways Maintenance Depot site is currently used for the open air storage of salt and its distribution. The use of the land for this purpose is therefore already established. The matter for consideration for the Committee is whether the erection of a building to store the salt and ancillary development, is an improvement that should be granted permission or whether it would cause harm (by way of its landscape, visual or amenity impacts) that would warrant refusal of planning permission.

31. Core Policy 1 of the VWHLP requires development to be sustainable, echoing the NPPF. Storing salt indoors minimises its erosion by wind and rain. In addition, when the salt is dry, the amount that needs to be spread on the roads reduces. In my view, this proposed development therefore aids the sustainable use of a natural resource through reducing its erosion and supporting its more efficient use. The enclosed storage of salt should also reduce the potential for adverse impacts on habitats and species in and surrounding the application site. I therefore consider this development is in accordance with sustainable development policy and in keeping with the overarching themes of the VWHLP 2031 in helping to meet the needs of the people living in the Vale and responding to changing climate.

Landscape and Visual Impact

32. The proposed development site is located both within the Lowland Vale (saved policy NE9 of the VWHLP) and Area for Landscape Enhancement (saved policy NE11 of the VWHLP) as defined on the policy map. In these areas, development would not be permitted if it would have an adverse effect on the landscape, or further erode or damage the character of the landscape. Core Policy 44 of the VWHLP 2031 seeks to integrate development into the landscape character of the area, and protect it from harmful development. Saved policy DC6 of the VWHLP requires development to include landscaping measures to protect and enhance the visual amenities of a site. In addition, Core Policy 37 of the VWHLP 2031 requires new development to be of high quality design that functions well and is appropriate to the site and surroundings.
33. The salt barn building is large, and specific concern has been raised by Sutton Courtenay Parish Council of it having a major visual impact on the surrounding area, even with the proposed screening in place. I am also mindful that the proposed salt barn building is likely to be visible above the height of the tree screening, and even with the proposed screening, is likely to be seen from outside the Highway Maintenance depot site.
34. The building has been designed to meet its function of storing salt for covering roads central Oxfordshire in winter. The construction materials (galvanised steel frame and PVC composite membrane) have been selected to minimise the oxidising effects of salt. The building's footprint and height are constrained by the need to safely stockpile one winter season's worth of salt, and maintain operational space within the depot site. The building height is also constrained by the internal height required to accommodate the loading shovel, as well as the unloading of articulated tipper lorries. I am therefore of the opinion that, whilst large, the building is the minimum size to be functional and meet its purpose.
35. As discussed above in paragraph 33, the nature of the development necessitates a large building. The building shape is similar to that of an agricultural barn, which is not unusual in the rural setting. The Oxfordshire Wildlife and Landscape Study for this landscape character area however specifically references that "large scale agricultural barns can be visually dominant, particularly when on roadsides". As the proposed building is located

away from the roadside and screening is proposed, in this instance, I consider the proposed development would not be unacceptably visually dominant and therefore is in compliance with Core Policy 37 of the VWHLP 2031.

36. Although boundary planting and tree screening would not hide the salt barn building, I believe they would help soften the effect of the building within the landscape and enhance the appearance of the development. The completion photomontages (figure 3.2 and 3.3 of Drayton Salt barn Landscape and visual Appraisal) supplied with the application indicate the development would be visible within the landscape, but predict that after five years growth, the tree screening would be more effective. Following comments from the Environmental Strategy Officer, and his recommendation of including some taller growing evergreens, particularly on the eastern and southern boundaries to tie in with the existing belt of evergreens on the western boundary, the proposed planting boundary is being amended and has yet to be finalised. As the boundary planting is a key feature in mitigating the impact of the development, should permission be granted, the boundary planting and its maintenance would be secured through planning conditions.
37. The salt barn is proposed to be green in colour and the Environmental Strategy Officer has expressed his wish for the colour to be agreed should the development be consented. This would ensure the colour is appropriate, helping to integrate it into the site and surrounding landscape, and with the tree planting, reduce its visual impact. I therefore consider the development is in keeping with Core Policy 44 of the VWHLP 2031 and saved policy DC6 of the VWHLP 2031.
38. In summary, I consider it is unlikely the proposed development would enhance the area. However, taking into account the need for the building to be functional, the already semi-industrial nature site, the comments from the Environmental Strategy Officer regarding the capability of the landscape to absorb a relatively large structure compared to other landscapes, and the ability to soften the visual impact of the proposed development through the landscaping planting scheme, and controlling the salt barn's colour, I believe the proposed development would not be unacceptably harmful to the appearance and character of the wider landscape. I therefore consider the proposed development is in overall compliance with saved policies NE9 and NE11 of the VWHLP and Core Policy 37 of the VWHLP 2031.

Amenity (noise, light, visual impact, traffic)

39. Policy DC9 of the VWHLP seeks to prevent development that would unacceptably harm the amenities of neighbouring properties and the wider environment in terms of loss of privacy, dominance, visual intrusion and external lighting. Potential adverse amenity affects from external lighting are further protected through saved policy DC20 of the VWHLP. Draft Development Policies 20, 22 and 24 of the VWHLP 2031 Part 2 are also relevant.
40. The development has the potential to cause adverse visual effects for people in nearby residential properties and along the bridleway that runs along the

south of the site. Sutton Courtenay Parish Council has also raised specific concern over the scale of the building adversely affecting nearby residents and believes there would be extensive impact from light pollution from the compound as this would be used predominantly during winter months. Furthermore, they believe that a large building regularly lit would be troublesome for the nearby residents and have other environmental consequences.

41. The proposed site of the salt-barn building is already screened from the bridle path by trees and a soil bund. If one stood adjacent to the salt barn building on the bridle path, there may be some feeling of overshadowing from the salt barn building. With the screening and soil bund however, I consider it unlikely that the salt barn building and wash down area would be visually obtrusive at eye level. Views of the salt barn building from users of the bridleway are likely to be transient and would change along the distance along the path. As the bridleway already runs through a corridor of trees adjacent to the proposed salt barn building location, I consider that thickening the tree planting is unlikely to significantly change the feel of the bridleway at this point. I therefore consider the impact of the proposed development on bridleway users in terms of visual dominance and intrusion would be minor at worst.
42. The nearest property to the development, Windy Ridge Cabin, faces south with no windows or doors on its north facing elevation and no rear garden. Its original lawful use was for the repair and servicing of domestic lawnmowers. In 2014, permission was granted for the conversion of this building into a 2-bedroom single storey dwelling (Vale of the White Horse application number P14/V/2531/FUL). With the proposed development on the Highways Maintenance Depot, the views from this dwelling would be unchanged. There would also be no views into this dwelling, or any other nearby dwelling, from the salt barn building. I therefore believe that overshadowing and overlooking amenity impacts from the proposed development would be minimal, and I consider the development is in compliance with saved policy DC9 of the VWHLP and draft Development Policy 22 of the VWHLP 2031 Part 2.
43. In reference to lighting, whilst it is likely that peak use of the salt barn and associated facilities would occur in the winter months, when there are less daylight hours, the site is already operational 24 hours a day. The Highways Maintenance Depot site and the current salt loading operations are already lit, and the lighting is necessary for safe working. The salt barn building itself is not proposed to be lit but five steel road lighting columns are proposed in order to light the hardstanding and wash down areas. The proposed lighting is LED luminaires of G3 intensity, which would ensure any light above the horizontal of the light source is limited to the bare minimum. The lux plan submitted with the application shows the anticipated light spill and indicates that it would not impact nearby residential properties. It is however likely there would be some light spill along the bridleway. I also note the District Council's Environmental Protection Team has raised no objection to the proposed development, subject to the lighting scheme complying with the overspill impact identified in the lighting report.

44. With regard to other environmental consequences of the proposed lighting, as the site is already lit; further disturbance of light-sensitive species such as bats is likely to be small. The Ecological Impact Assessment submitted with the proposed development did not record any evidence of species of notable status with the application site. The County Council's Ecology Officer has not commented on the impact of the lighting scheme. Subject to conditions to ensure that no lighting other than that proposed is erected at the site, I believe the proposed development is in compliance with saved policies DC20 and DC9 of the VWHLP and draft Development Policy 20 of the VWHLP 2031 Part 2.
45. As described in paragraph 7, this proposal would not change how the Highways Maintenance Depot operates or alter the existing pattern or quantity of vehicle movements to or from the site and so would not have any adverse traffic impacts. This development could also provide positive amenity impacts for local residents - the indoor manoeuvring of the salt would reduce noise from the site compared to the current outdoor operation. Therefore I consider with regard to noise impact that it would comply with saved policy DC9 of the VWHLP and draft Development Policy 24 of the VWHLP 2031 Part 2.

Heritage & Archaeology

46. Saved policies HE10 and HE11 of the VWHLP state that development would not be permitted if it would cause damage to the site or setting of archaeological remains, and specifies a preference for preservation in situ. Where this is not practical, saved policy HE11 requires developments not to be allowed to commence until a programme of archaeological investigation has been agreed and its implementation is secured. Core Policy 39 of the VWHLP 2031 also seeks to ensure that new development conserves heritage assets and their setting. Draft Development Policy 38 of the VWHLP 2031 Part 2 makes similar provision.
47. The Highway's Maintenance Depot site is located approximately 20 metres to the north of a scheduled ancient monument. Although there would be no direct impact on the scheduled monument from this development, both Historic England and the County Archaeologist have noted that features related and associated with the scheduled monument, including a Neolithic cursus, extend into the application site. English Heritage has also pointed to other archaeological potential within the development site, citing the excavation of an Anglo-Saxon settlement site that took place in the 1920s and 1930s.
48. Following the submission a site ground investigation report, the County Archaeologist has advised that archaeological monitoring and recording would not be required. I am satisfied the proposed development would be in accordance with saved policies HE10 and HE 11 of the VWHLP and Core Policy 39 of the VWHLP 2031 and draft Development Policy 38 of the VWHLP 2031 Part 2.

Other Matters

48. Following comments from the County Drainage Engineer and subject to the development complying with the drainage scheme, I am satisfied the development would not adversely affect the quality of water resources as a result of surface or waste water discharge, or contribute to increase risk of flooding elsewhere. I therefore consider the development is in compliance with Core Policy 42 of the VWHLP 2031 and saved policy DC12 of the VWHLP.
49. Core Policy 46 of the VWHLP 2031 seeks to avoid biodiversity loss and seeks opportunities for biodiversity gain. Drayton Highways Depot is not situated in an area of nationally or locally designated habitats and as mentioned in paragraph 43, the Ecological Impact Assessment submitted with the proposed development did not record any evidence of species of notable status within the application site. The County Council's Ecology Officer has recommended the inclusion of a condition to ensure the development proceeds in accordance with the general mitigation measures and biodiversity enhancement measures detailed in paragraphs 4.2 and 4.3 of the February 2017 Ecological Impact Assessment report by Atkins. With this in place, I am satisfied the development is in compliance with Core Policy 46 of the VWHLP 2031.
50. Core Policy 40 of the VWHLP 2031 requires new development to incorporate climate change adaptation and Core Policy 43 of the VWHLP seeks to minimise environmental impacts associated with development proposals. The proposed development would incorporate rainwater management systems and make efficient use of water through harvesting and re-using rainwater from the salt barn building roof. Harvesting and re-using rainwater would reduce the proposed development's water consumption. Storing water and releasing it more slowly can also help to reduce a development's impact on flooding. Considering the water cycle, managing run-off in this way and creating a more sustainable system may become more common with the effects of changing climate. I consider the design of this development has sought to incorporate climate change adaptation measures and minimise environmental impacts. As such, I consider the proposed development is in accordance with Core Policy 40 and Core Policy 43 of the VWHLP 2031.
51. No changes to the access into the site from Milton Road are proposed. Inside the site, vehicles would follow the existing internal on-way circulation system. The proposed hardstanding area in front for the salt barn building would also provide space for loading, unloading and vehicle turning. I therefore consider the development is in compliance with policy DC5 of the VWHLP.

Conclusion

52. In this instance, I consider the need for the development outweighs its potential visual impacts. Oxfordshire County Council Highways are responsible for salting the Oxfordshire Road network during inclement weather. The Drayton Highway's Maintenance Depot is already a strategic site for this operation. Sustainable development is supported through Core

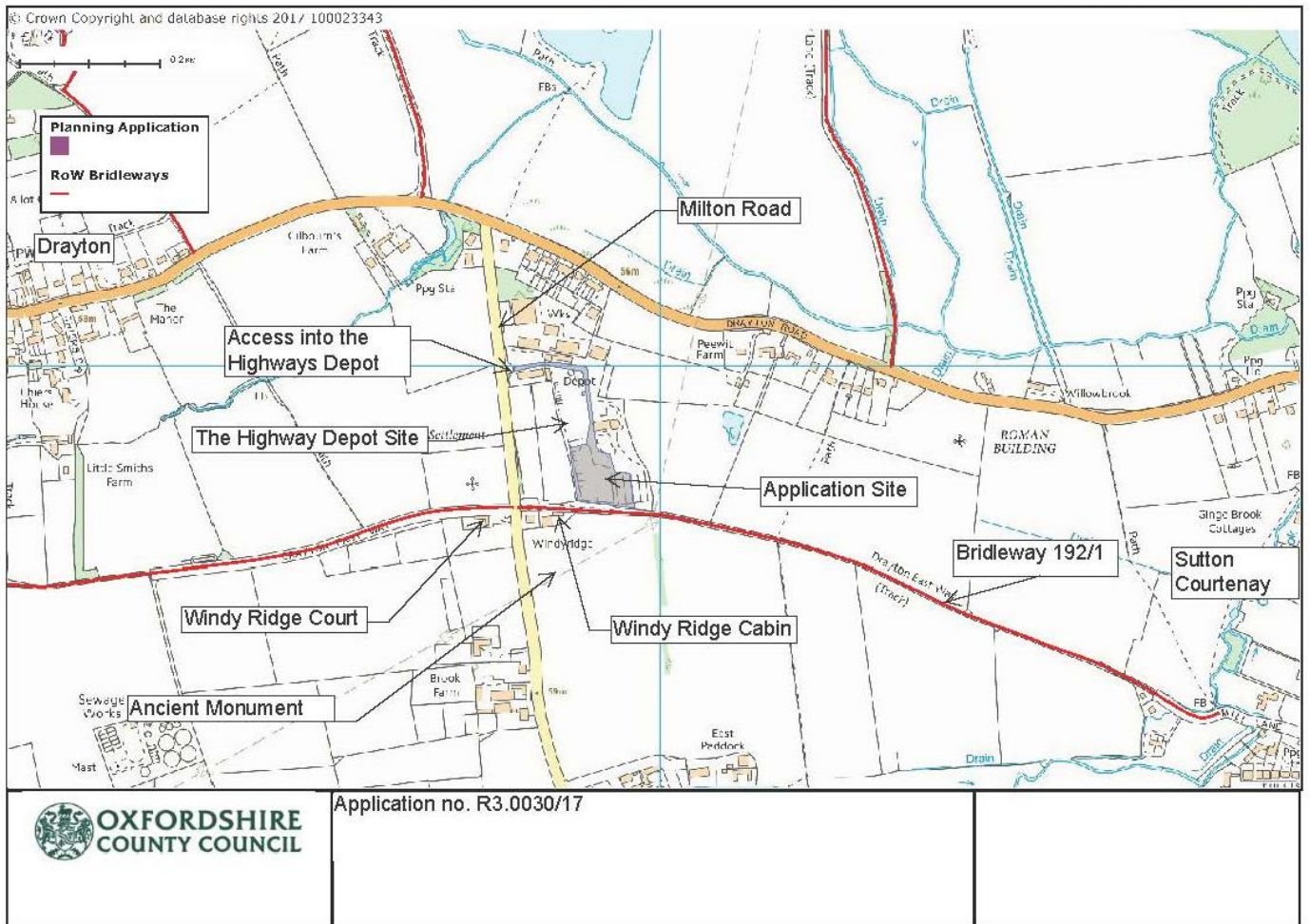
Policy 1 of the VWHLP 2031 and the NPPF. This proposed development would aid the sustainable use of a natural resource through reducing its erosions and supporting its more efficient use. The indoor manoeuvring of the salt would reduce noise from the site compared to the current outdoor operation – a positive amenity impact for nearby residents. The nature of the proposed development necessitates a large building, and the location of the development is restricted by its purpose. The ability to soften the visual impact of the proposed development through the landscaping planting scheme, and controlling the salt barn's colour, would help to reduce its visual impacts. As such, I believe the development would not be unacceptably harmful to the appearance and character of the wider landscape and therefore consider it to be in accordance with the development plan policies. Subject to conditions, I recommend the proposed development is approved.

RECOMMENDATION

53. **It is RECOMMENDED that application R3.0030/17 be approved subject to conditions to be determined by the Director of Planning and Place including those set out in Annex 2 to this report.**

SUSAN HALLIWELL
Director for Planning and Place

5 JUNE 2017



Annex 2: Proposed Conditions

1. The development shall commence no later than three years from the date of this consent.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990

2. The development shall be carried out strictly in accordance with the particulars of the development, plans and specifications contained in the application except as modified by conditions of this permission. The approved plans and particulars comprise:
 - Amended Application form dated 10.03.2017
 - Planning, Sustainability, Transport, Design and Access dated 14.03.17
 - Location Plan - Drawing No. HQ263675-FEA-101-001 Rev 2
 - Wash Down Area Elevations Plan - Drawing No. HQ263675-FEA-101-011
 - Desalination Plant Elevations Plan - Drawing No. HQ263675-FEA-101-010
 - Water Tank Elevations Plan - Drawing No. HQ263675-FEA-101-009
 - Siltbuster HB20R Elevations Plan - Drawing No. HQ263675-FEA-101-008
 - Site Sections Plan - Drawing No. HQ263675-FEA-101-007 Rev 1
 - Salt Barn Roof Plan - Drawing No. HQ263675-FEA-101-006
 - East and West Salt Barn Elevations Plan - Drawing No. HQ263675-FEA-101-005
 - North and South Salt Barn Elevations Plan - Drawing No. HQ263675-FEA-101-004
 - Boundary Elevations Plan - Drawing No. HQ263675-FEA-101-003
 - Site Layout Plan - Drawing No. HQ263675-FEA-101-002 Rev 2
 - Lighting Assessment dated March 2017
 - Amended Archaeological Desk-based Assessment dated March 2017
 - CC Ground Investigation Report C5243 dated 24/11/17
 - Flood Risk Assessment dated 14/03/17
 - Drainage Strategy dated 14/03/17
 - Landscape Appraisal dated 14/03/17
 - Arboricultural Survey dated 13/07/16
 - Addendum to Tree Survey dated 09/03/2017
 - Ecological Impact Assessment dated February 2017

Reason: To ensure the development is carried out proposed.

3. Prior to commencement of the approved development, the colour of the salt barn building composite PVC membrane shall be submitted to the County Planning Authority. Once approved in writing by the County Planning Authority, the approved colour and no other shall be used.

Reason: To control the development and minimise its visual impact in accordance with saved policies DC6 of the VWHL P and Core Policy 37 of the VWHL P 2031.

4. Prior to commencement of the approved development, a boundary planting and maintenance scheme shall be submitted to the County Planning Authority for approval in writing. No development shall take place until the planting and maintenance scheme has been approved in writing. The scheme shall include:
 - o Details of the additional planting on the site boundary, including locations, species and size of all trees and shrubs to be planted, removed and retained; and
 - o A programme of works to ensure maintenance of the planting for the lifetime of the development, including aftercare so that any trees or shrubs removed, dying, severely damaged or diseased are replaced in the next planting season with trees or shrubs of the same size and, subject to preventing disease, same species.

The approved planting and maintenance scheme shall be implemented in the first planting season following the completion of the development and maintained, for the duration of the development, in accordance with the approved programme of maintenance.

Reason: To ensure the visual impact of the development and its impact within the wider character of the landscape can be adequately mitigated for the lifetime of the development, in accordance with saved policies NE9 and NE11 of the VWHL P and Core Policy 44 of the VWHL P 2031.

5. The development shall not be carried out other than in complete accordance with the general mitigation measures and biodiversity enhancement measures detailed in paragraphs 4.2 and 4.3 of the February 2017 Ecological Impact Assessment report by Atkins and submitted with the application documents.

Reason: To protect and enhance biodiversity in accordance with Core Policy 46 of the VWHL P 2031

6. The development shall not be carried out other than in complete accordance with the Drainage Strategy (Document reference: HQ263675.DS.001) dated 14.03.2017.

Reason: To ensure that the development does not increase the risk of flooding elsewhere in accordance with Core Policy 42 of the VWHL P 2031.

7. No external lighting shall be erected at the application site other than that shown on drawing number CAP-HLG-00-DR-E Revision A. The lighting scheme shall thereafter be maintained in accordance with the approved details.

Reason: To ensure that light spill beyond the boundaries of the site is minimised where possible in accordance with saved policies DC9 and DC90 of the VWHL P.

European Protected Species

The Local Planning Authority in exercising any of their functions, have a legal duty to have regard to the requirements of the Conservation of Species & Habitats Regulations 2010 which identifies 4 main offences for development affecting European Protected Species (EPS).

1. Deliberate capture or killing or injuring of an EPS
2. Deliberate taking or destroying of EPS eggs
3. Deliberate disturbance of a EPS including in particular any disturbance which is likely
 - a) to impair their ability –
 - i) to survive, to breed or reproduce, or to rear or nurture their young, or
 - ii) in the case of animals of a hibernating or migratory species, to hibernate or migrate; or
 - b) to affect significantly the local distribution or abundance of the species to which they belong.

4. Damage or destruction of an EPS breeding site or resting place.

Our records and the habitat on and around the proposed development site indicate that European Protected Species are unlikely to be present. Therefore no further consideration of the Conservation of Species & Habitats Regulations is necessary. European Protected Species are unlikely to be present. Therefore no further consideration of the Conservation of Species & Habitats Regulations is necessary.