

APPLICATION FOR FULL-PLANNING PERMISSION CASE OFFICER REPORT

APPLICATION REFERENCE:	PL/2026/00418
APPLICATION TYPE:	Full planning permission
SITE ADDRESS:	HANGAR 45, YATESBURY, CALNE, SN11 8FA
DEVELOPMENT DESCRIPTION:	Proposed extension to existing offices, addition of solar PV to existing hanger, and erection of storage unit to yard.
RECOMMENDATION:	Approve with Conditions

SITE DESCRIPTION/CONTEXT

The site forms part of a former RAF base and began as a Royal Flying Corps airfield in the First World War, was abandoned before being refurbished as a civilian flying school in 1935-6 and then taken over by the RAF before the outbreak of the Second World War. It remained in RAF hands until 1965, used mainly for training rather than for flying. Since being sold by the MOD the wider site has remained largely unused and unoccupied.

There have been many buildings of different periods on site and approximately 40 buildings remain on site. Three hangars on the site were given Grade II* listing in 1989, and at the same time, most of the airfield was designated a Conservation Area. Another building within the site, Officers' Mess & Offices, was also listed but Grade II status.

Hangar 45 is not listed however is a striking building set in the Yatesbury Conservation Area. Records indicate a variety of applications relating to the current use of the building as commercial offices. Permission was granted in 2006 and renewed in 2010 for the change the use of the hangar to residential creating 29 live/work units however this was not implemented. It is understood that the building houses numerous occupants the largest of which are a company called LeRoc Products, who are pre-cast concrete manufacturers.

In addition to the heritage constraints the application site also lies within the North Wessex Downs National Landscape.

PROPOSAL

The planning application consists of three main elements;

- *The proposed extension and renovation of the existing office,*
- *The proposed additional storage unit, and*
- *The implementation of Solar PV to the roof of the original hangar.*

The proposed extension measures approximately 7m x 4m and will house a reception area at ground floor with a separate office over. Plans show the building clad in vertical corrugated metal with the original steel girders framing the extension.

The proposed storage unit is to be located on the western boundary of the site, measuring approximately 18m c 9m and will be used to store plan machinery. The building is to be metal clad and will appear similar in appearance to a rural agricultural building.

9 solar arrays are proposed on the south facing roof slopes of the building with each array is to be installed flush with the roof slope . The office roof and first south facing roof of the hanger building have been left clear of PV panels in order to address the potential of solar glare on the approach to Hanger 45 from the A4; which is the primary access road to the village of Yatesbury.

PLANNING HISTORY

Proposal / Summary
N/09/06510/PENQ - Pre-Application enquiry – Proposed Installation of Storage tanks
N/04/02822/FUL - Full planning permission Decision - Refused Date: 29/12/2004 – USE OF EXISTING HANGAR FOR STORAGE OF AGGREGATES; SITING OF MIXED PLANT; ERECTION OF EXTERNAL STORAGE BAYS (RETROSPECTIVE)
N/00/01006/FUL - Full planning permission Decision - Approve with Conditions Date: 9/8/2000 – ALTERATIONS TO WAREHOUSE
N/05/00906/COU - Full planning permission – Change of Use and Conversion of Existing Hangar to Form 4 Class B1

RELEVANT LEGISLATION, POLICIES AND GUIDANCE

Statutory Legislation:

National Planning Policy:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guide

Development Plan:

The development plan for Wiltshire comprises the *Wiltshire Core Strategy (WCS)* (adopted January 2015) and any made neighbourhood plans, which remains the principal statutory planning document guiding development across the county. In line with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning decisions must be made in accordance with the development plan unless material considerations indicate otherwise.

Though the development plan is considered as a whole, those parts deemed to be particularly relevant to this application are listed below:

The adopted *Wiltshire Core Strategy (WCS)*, with particular regard to:

- Core Policy 1 Settlement Strategy;
- Core Policy 2 Delivery Strategy;

- Core Policy 8 Calne Community Area
- Core Policy 35 Existing Employment Land
- Core Policy 41 Sustainable Construction and Low-Carbon Energy;
- Core Policy 48 Supporting Rural Life
- Core Policy 50 Biodiversity and Geodiversity;
- Core Policy 51 Landscape
- Core Policy 57 Ensuring High Quality Design and Place Shaping;
- Core Policy 58 Ensuring the Conservation of the Historic Environment;
- Core Policy 59 The Stonehenge, Avebury and Associated Sites World Heritage Site and its Setting
- Core Policy 60 Sustainable Transport;
- Core Policy 61 Transport & Development;
- Core Policy 62 Development Impacts on the Transport Network;
- Core Policy 64 Demand Management

Draft Wiltshire Local Plan Policies

At Full Council on 19 May 2026, the elected members of Wiltshire Council agreed to withdraw the emerging Wiltshire Local Plan. It will now be subject to a legal process to finalise its withdrawal - which is likely to happen in July or August (2026). The said Plan has no material weight for the purposes of the application.

Neighbourhood Plan:

n/a - Cherhill has a community right to build order however this does not apply to this proposal.

Supplementary Planning Documents and other Guidance:

- Wiltshire Design Guide (adopted April 2024)
- Wiltshire Local Transport Plan 2011-2026, adopted 2015 - including the Car Parking Strategy and Cycling Strategy, adopted 2015
- North Wessex Downs National Landscape Management Plan 2025-2030

ISSUES

The main issues that need to be addressed in this case include:

- Whether the development is acceptable in principle (CP 1 and 2)
- Whether the scheme constitutes high quality design (CP 57)
- Whether the scheme would have an acceptable impact upon the reasonable living conditions of the adjoining occupants (CP 57)
- Whether the scheme would preserve or enhance the historic environment (CP 58)
- Whether the scheme would have an acceptable landscape impact (CP 51)
- Whether the proposal would have a negative effect upon highway safety, including if there is sufficient parking for the proposed development (CP 61 and 64)
- Whether there would be any harmful impacts upon protected species or priority habitats (CP 50)

CONSULTATION RESPONSES

Cherhill Parish Council: Object

The proposed development is on an open site within the Yatesbury Aerodrome Conservation Area and North Wessex Downs National Landscape.

Recommendation – Cherhill Parish Council wishes to OBJECT to this development on the following grounds:

- 1. Unfortunately, despite a local search, and a request to Wiltshire Council's Planning Department, the Yatesbury Aerodrome Conservation Area Statement is not available. A local resident did provide a copy of a report which was a key input into the creation of the Statement. This means that this statement can not be directly referenced.*
- 2. The Council has no objection to the new office part of the development but is more concerned with the construction of the external storage unit. The storage unit appears to be nearly 7m high and will therefore be clearly visible from the surrounding area, and is of a utilitarian design – this is contrary to the first principle, and policy DE.01, of the North Wessex Downs National Landscape Management Plan (2025) (NWDNLMP) which states that – “All change should be landscape-led, seeking to conserve and enhance natural beauty and landscape character”.*
- 3. The purpose of the storage unit is not clear. The protect the amenity of local residents the pollution impacts of the storage unit (light, sound, odour etc) should be clearly identified.*
- 4. The external lighting scheme, if any, is not defined. If the development is approved no new external lighting should be installed on the site to reduce the risk of light pollution, in accordance with NWDNLMP policies DE08 and DE09’.*

Officer note – Yatesbury Aerodrome does not have a Conservation Area Statement. It was designated in 1998 however no CAS was produced.

WC Highways: No objection.

The site has existing access onto a C classified section of public highway subject to a speed limit of 60mph. There are no proposals to alter the existing access with the public highway. The proposals seek to extend the existing building to provide some 53sqm additional E(g)(i) office space and some 146sqm of B8 storage or distribution space. The application form discloses that there would be 3 additional employees as a result of the proposals and 3 additional vehicle parking spaces.

Whilst the application form details an uplift in vehicle parking the existing and proposed site plans do not show any alterations to parking, both show 15 spaces. The parking provision is within the maximum standard for the total floor spaces disclosed, it is noted that there is additional space within the site for the parking of vehicles over that which is set out to the south of the office space which could absorb any additional vehicle parking demand and prevent any vehicles being displaced onto the public highway.

There are no alterations to the public highway, and the minimal additional floorspace for both the B8 and E class uses would not be a concern with regard to additional trips on the surrounding highway network, it is therefore considered that no highway objection be raised.’

WC Conservation: No objection in principle subject to amendments

The Conservation officer advises that Hangar 45, whilst not listed, makes a positive contribution to the character of the conservation area and can be regarded as a non-designated heritage asset. He raises no objection to the proposal in principle advising that the extension and refurbishment are considered to have a neutral impact on the character and appearance of the Yatesbury Aerodrome Conservation Area and no harmful impact on the setting of the nearby Grade II listed former aircraft repair shed.*

The proposed storage building would result in a low level of heritage harm due to its visibility within the landscape; however, its scale, form and materials are considered appropriate to the site's established industrial and aviation character, with the harm outweighed by the benefits of supporting an existing business and local employment. The proposed solar PV panels are also considered to result in low heritage harm. The Conservation Officer recommends that the panels are set back from the eastern roof edge to reduce their visual impact and better preserve the character of the hangar and conservation area. Subject to this amendment, the proposal is considered acceptable from a heritage perspective

UNESCO Stonehenge and Avebury World Heritage Site Coordination unit: Comment.

The Stonehenge and Avebury World Heritage Site (WHS) Coordination Unit notes that the site lies within the setting of Windmill Hill Scheduled Monument, which forms part of the Avebury WHS. Given the elevated and open nature of the landscape, there is potential intervisibility between the site and Windmill Hill. No objection has been raised in principle; however, the WHS Coordination Unit requests confirmation of the external wall and roof colours of the proposed extension and storage building, together with details of any external lighting, to enable the impact on the setting of the WHS to be fully assessed and mitigated where necessary.

WC Public Protection: No objection subject to conditions

'Our only slight concern would be noise from construction impacting the local amenity and so would request our standard hours of activity be conditioned please; 8am to 6pm Monday to Friday, 8am to 1pm Saturday and no working permitted on Sundays or Bank Holidays. Thank you.'

Ministry of Defence: No objection (see file for full comments).

REPRESENTATIONS

In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the application was publicised by way of:

- Neighbour notification letters sent to adjoining and nearby properties;
- A site notice displayed near the site;

These methods were used to inform interested parties and provide a period of 21 days for comments to be submitted.

Only material planning considerations have been taken into account in the assessment of this application. Non-material issues, such as property values or private legal disputes, cannot be considered in the determination process.

One letter has been received from CPRE raising the following points;

CPRE: Comment

'We would draw your attention to the fact that this site falls within the Yatesbury Conservation Area.

The proposal of a new storage unit building on what is an open area in clear view from the village C category road as well as surrounding area and the high land to the south, clearly introduces an Industrialising modern element to the historical wartime complex. It is not explained what would be housed in this unit. HGVs, LGVs or goods? If vehicles, how many? What effect would this have on the access on to the C road, and along its length? There is already a problem with HGVs passing agricultural vehicles or other HGVs on this narrow road which is used by walkers and cyclists.

The increase in windows and their dimensions, on the extension will create increased light intrusion and industrialising character to the very rural area. Will they have black out glass?'

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans. Consideration has also been given to the policies of the National Planning Policy Framework (NPPF) as a material consideration in the assessment.

Environmental Impact Assessment (EIA) Screening

In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), the local planning authority has considered whether the proposed development constitutes EIA development.

No formal screening opinion was requested or issued. However, the local planning authority has considered the scale and nature of the development as part of the application process and is satisfied that it does not constitute EIA development under the 2017 Regulations.

Principle of Development

Policy Context

Core Policy 1: Settlement Strategy of the WCS establishes a hierarchy of settlements to guide where development should be focused. The policy prioritises growth in:

- Principal Settlements (e.g., Salisbury, Chippenham, Trowbridge) – main focus for strategic growth.
- Market Towns – support local services and employment; suitable for sustainable development.
- Local Service Centres – smaller towns and villages with a range of services; limited development supported.
- Large and Small Villages – development should be limited and respond to local needs.
- Outside the defined settlements – development is strictly controlled and generally not supported unless exceptional circumstances apply.

Core Policy 2: Delivery Strategy of the WCS sets out how development will be distributed and delivered across Wiltshire. The policy emphasises:

- Sustainable patterns of growth, reducing the need to travel and supporting local services.
- Development should be plan-led, aligning with the settlement strategy and supported by infrastructure.
- Windfall development (not allocated in plans) must still comply with the principles of sustainable development.
- Development outside settlement boundaries is generally not permitted, unless it meets specific policy exceptions (as set out in paragraph 4.25 of the WCS).

Together, CP1 and CP2 ensure that new development is strategically located, sustainable, and supports the character and function of Wiltshire's communities.

Core Policy 34 sets out to support the retention and development of an existing rural business, contributing to the rural economy in a sustainable location without undermining strategic employment allocations.

Core Policy 35 supports the ongoing employment use of the site, safeguarding its contribution to the local rural economy and avoiding the unjustified loss of employment land.

The proposal represents the expansion and modernisation of an established rural business within an existing employment site. It would provide improved office accommodation, additional covered storage and on-site renewable energy generation. The development is of a scale proportionate to the site and would not undermine strategic employment allocations elsewhere within Wiltshire.

Paragraph 85 of the NPPF requires significant weight to be given to supporting economic growth and allowing businesses to invest, expand and adapt. Paragraph 89 recognises that sites meeting local business needs may need to be located adjacent to or beyond existing settlements where justified by the nature of the business. As the proposal relates to the expansion of an established employment site operating from a former airfield complex, the proposal is consistent with these objectives.

The existing building is used for employment purposes. The principle for an extension to that building and additional storage should be considered against the provisions of policies CP34 and CP35 and paragraphs 85 and 89 of the NPPF.

In this case, whilst the site lies outside the limits of development identified by Core Policies 1 and 2, it forms part of an established employment site within a former airfield complex with a longstanding commercial function. The proposal does not seek the creation of a new isolated business use in the countryside, but rather the expansion and modernisation of an existing rural enterprise through improved office accommodation, additional covered storage and renewable energy infrastructure. The development would support existing employment opportunities, enable the business to invest, expand and adapt, and maintain the economic function of the site. Accordingly, having regard to Core Policies 34 and 35 of the Wiltshire Core Strategy and paragraphs 85 and 89 of the NPPF, the principle of development is considered acceptable.

In line with national legislation and guidance, Wiltshire Council has made a firm commitment to becoming a carbon neutral council by 2030. The Wiltshire Climate Strategy reiterates this commitment and expresses objectives that include renewable energy generation as part of the efficient and environmentally sensitive use of land, providing for the needs of an increasing population and nature.

In this context, Core Policies 41 and 42 of the WCS seek to encourage and promote the use of sustainable resources and energy generation. whilst CP42 relates more directly to 'standalone renewable energy schemes', it does set a positive presumption where it has been demonstrated that impacts (including landscape, ecology, historic environment, highways, amenity and best and most versatile agricultural land) have been satisfactorily considered and addressed.

The proposal is therefore considered acceptable in principle subject to the detailed planning considerations as set out below.

Design and local character and appearance, with particular regard to non-designated heritage assets and the Yatesbury Aerodrome Conservation Area

The Council's Core Strategy Policy CP58 'Ensuring the conservation of the historic environment' requires that "designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance."

The Council's Core Strategy CP57: Ensuring high quality design, requires a high quality of design in all new developments. Proposals are required to "demonstrate how the proposal will make a positive contribution to the character of Wiltshire through (amongst other things) "enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the existing pattern of development" and "responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting."

Core Policy 59 seeks to protect, conserve and where possible enhance the Outstanding Universal Value, significance and setting of the Stonehenge and Avebury World Heritage Site.

From the point of view of the historic environment the main statutory tests are set out within the Planning (Listed Building and Conservation Areas) Act 1990. Sections 16 (LBC) and 66 (PP) require that special regard be given to the desirability of preserving listed buildings, their settings or any features of special architectural or historic interest which they possess.

Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 also requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.

The NPPF outlines government policy, including its policy in respect of the historic environment. Section 16 of the NPPF 'Conserving and enhancing the historic environment' sets out the Government's high-level policies concerning heritage and sustainable development.

Paragraphs 213 - 215 of the NPPF 2025 require a balanced approach with any harm which would be caused being weighed against the potential public benefits which might be achieved. Paragraph 210 requires local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and of new development making a positive contribution to local character and distinctiveness. Paragraph 219 Local Planning Authorities should look for opportunities for new development within Conservation Areas and the setting of heritage assets to enhance or better reveal their significance.

Significance of assets and contribution of setting: The NPPF defines significance as the "value of a heritage asset to this and future generations because of its heritage interest.

The interest may be architectural, or historic as set out in the Town and Country Planning (Listed Building and Conservation Areas) Act 1990 S 1.

The site lies within Yatesbury Aerodrome Conservation Area, the hangar itself is considered to be a non-designated heritage asset and there are other listed buildings notably a grade I listed hangar to the north.

Significance derives not only from a heritage asset's physical presence, but also from its setting. Historic England assesses significance in a similar manner, referring to evidential, historic, aesthetic and communal values of a place.

In this case the significance of Hanger 45 building is as a later WWII addition to the Yatesbury Airfield it is not listed but can be considered to make a significant contribution to the setting of Airfield Buildings and the Conservation Area character and appearance and can be considered a non-designated Heritage Asset.

Improvements to the office building to Hanger 45.

It is proposed to extend and renovate the existing office block to include revising the layout to improve office circulation and functionality, new window openings to improve natural light in

the building and take advantage of the panoramic views across the surrounding countryside and internal insulation to the external walls. In addition, the existing render is proposed to be removed to reveal the original red brick walls, to be repaired and re-pointed where necessary. A two-storey office extension to create a new reception and waiting area to the ground floor and first floor office. The extension will be clad in a vertical corrugated metal, to reflect the industrial architecture of the building. The extension will preserve and partly be framed by the original steel stanchions girders on the site to the west.

The construction of a new storage unit located on the western boundary of the application site.

The unit floor area would be 18 x 9 m and about 10 m to the ridge is required for covered storage of plant machinery. The unit is to be a steel portal frame, blockwork walls up to door head level, with vertical steel cladding up the eaves, the roof will be clad in powder coated metal roof sheeting.

The installation of Solar PV to the saw tooth roof of the original hangar.

The panels will be located to the south facing roof slopes of the existing hangar building. The introduction of PV panels would contribute to a reduction in the site's overall carbon emissions and on site demand. It is proposed to exclude the panels from the Office roof and first south facing roof of the hangar building in order to minimise visual impact on the approach to Hanger 45 from the A4, to the south where the building is most visible in open countryside views.

The Councils Conservation Officer has been consulted and comments as follows;

'The works to the office building internal layout and insulation and the entrance extension integrating with existing steel stanchions with metal corrugated cladding and removing the render to expose the red brick work to match the rest of the Hanger 45 are considered to be improvements to the commercial activities and would have neutral impact on the character and appearance of the Conservation Area and no impact on the setting of the listed remains of the servicing and repair of aircraft WWI Hangar to the north.

The new storage building is within the established curtilage of Hanger 45. At up to 7 m to the ridge and 162 sq m will be a visible feature in the landscape from views across the open countryside specially from the south. It will be seen in immediate context with Hanger 45 which is about 10 m in height to the ridge. It would also be viewed in the wider setting of the Airfield building and the remains of the listed Hanger to the north of hanger 45.

However, the impact on setting is low level due to the functional form, proportionate scale and materials of the new store it would appear subordinate to the main hangar but with space between them and of an appearance that is like the established industrial/aviation character of the site. The justification for the works is the storage unit is the contribution to the continued and improved operation of an existing business at Yatesbury, supporting local employment and economic activity which is considered sufficient to balance the low level of harm.

With respect the visual impact of the Solar panels to the saw tooth roof this is substantially reduced by not having the panels on the office and south most roof slope of the industrial

building. This would reduce the visual impact of the panels, so that only the end panels to each row would be visible from the road and some wider countryside views.

I consider that these visual panels would have a low harm to the character and appearance of the building and on the Conservation Area and would therefore suggest setting the panels back about 2m from the road side (east) roof parapet edge of each of the roof slopes to allow the corrugated sheet roof material to be visible.

This would reduce the capacity of the solar panels by about 10% but it would better balance with the heritage value of the existing buildings, its building materials and character, allow the corrugated sheet roof to be visible assisting in preserving the character of the buildings and these more immediate views of the building from the public highway into the Conservation Area.'

This development takes place within the setting of Windmill Hill Scheduled Monument, which forms part of the Stonehenge, Avebury and Associated Sites World Heritage Site (WHS). Windmill Hill is a highly exposed and relatively gentle area of landscape, with extensive outward views. As a result, it is likely there is some intervisibility between the proposal site and Windmill Hill

The Stonehenge and Avebury World Heritage Site Coordination unit have requested details of the wall surface and roof colour to the extension of the new unit. The extension walls and roofing will be corrugated metal, similarly the new storage building will be metal clad, with an appearance similar to agricultural buildings in the area.

Given the limited scale of development, its location within an existing developed employment site and the absence of any objection from the Stonehenge and Avebury World Heritage Site Coordination Unit, it is considered that the proposal would preserve the setting of the Stonehenge and Avebury World Heritage Site. Subject to the control of external lighting through condition, the proposal is therefore considered to accord with Core Policy 59 of the Wiltshire Core Strategy.

The Conservation Officer has suggested that the photovoltaic panels could be set back approximately 2m from the eastern parapet edge of each roof slope to further reduce their visibility from the public highway and within the Conservation Area. This recommendation has been carefully considered.

Notwithstanding this advice, it is noted that the Conservation Officer has concluded that the impact of the solar panels on the character and appearance of both the non-designated heritage asset and the Yatesbury Aerodrome Conservation Area would amount to only a low level of harm. The proposed panels have already been omitted from the office roof and southernmost roof slope in order to minimise their visibility from public viewpoints. The panels would also be mounted flush with the roof profile and viewed in the context of an established industrial building within a former airfield complex.

Significant weight is attached to the benefits arising from on-site renewable energy generation and the contribution the scheme would make towards reducing operational carbon emissions associated with the existing employment use. Whilst a greater setback may further reduce

visibility of the panels, the additional heritage benefit would be limited given the already restricted visibility of the installation and the identified low level of heritage harm. On balance, it is considered that the proposed arrangement represents an acceptable compromise between heritage conservation and renewable energy generation and no amendment or condition requiring a further setback is considered necessary

The proposal, by virtue of its scale, design, and use of materials, complies with the design principles set out in Core Policy 57 of the Wiltshire Core Strategy and is considered to preserve the conservation area. It would not result in harm to the significance of any heritage assets.

The development is therefore considered to comply with Core Policies 57 and 58 of the Wiltshire Core Strategy and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as well as the relevant provisions of the NPPF

Amenity

Policy Context

Core Policy 57 (Point vii) of the Wiltshire Core Strategy requires development to respect the amenity of existing occupants and ensure appropriate amenity levels for future residents.

The National Planning Policy Framework (NPPF), particularly Paragraph 135, reinforces the need for development to provide a high standard of amenity for both existing and future users.

These policies guide the assessment of amenity impacts, which will be considered in detail under the below headings.

The application site is positioned sufficiently apart from residential properties for there to be no overlooking or loss of privacy and the increase in built form will not result in unacceptable overshadowing nor have an overbearing impact.

The increase in office space is not considered to result in excessive noise; the new building is for storage of existing items such as a telehandler, forklift, excavator and other materials.

The Councils Public Protection Officer has been consulted and has offered no objections however has requested that the standard hours of activity be conditioned for the construction period which will be 8am to 6pm Monday to Friday, 8am to 1pm Saturday and no working permitted on Sundays or Bank Holidays.

Given the sensitive rural location it is considered necessary to require that permission is sought for the installation of external lighting.

Subject to the application of the above condition the proposal is therefore considered to comply with point vii of CP57 of the Wiltshire Core Strategy.

Highways Impacts and Parking

Policy Context

Transport implications are a key factor in assessing planning applications, especially for larger developments. Proposals must demonstrate:

- Safe and suitable access for all users, including pedestrians, cyclists, and those with mobility impairments.
- No severe residual impacts on the surrounding highway network.
- Promotion of sustainable travel, reducing reliance on private vehicles.
- Adequate parking and cycle provision, in line with adopted standards.
- Protection and enhancement of public rights of way and active travel routes.

Relevant policies include Core Policies 60–64 of the Wiltshire Core Strategy, supported by the Wiltshire Local Transport Plan, Car Parking Strategy, and Cycling Strategy. The Local Cycling and Walking Infrastructure Plan (LCWIP) and LTN 1/20 (DfT) provide further design guidance for active travel infrastructure.

Proposals must also ensure safe access for refuse collection vehicles and comply with the Wiltshire Council Waste Storage and Collection SPD (2017).

Where necessary, Transport Assessments or Statements should be submitted to evaluate impacts and identify mitigation. Planning conditions or legal agreements may be used to secure off-site improvements, travel plans, or contributions to sustainable transport infrastructure.

The Council's Highways Officer has commented as follows;

'The site has existing access onto a C classified section of public highway subject to a speed limit of 60mph. There are no proposals to alter the existing access with the public highway. The proposals seek to extend the existing building to provide some 53sqm additional E(g)(i) office space and some 146sqm of B8 storage or distribution space. The application form discloses that there would be 3 additional employees as a result of the proposals and 3 additional vehicle parking spaces.

Whilst the application form details an uplift in vehicle parking the existing and proposed site plans do not show any alterations to parking, both show 15 spaces. The parking provision is within the maximum standard for the total floor spaces disclosed, it is noted that there is additional space within the site for the parking of vehicles over that which is set out to the south of the office space which could absorb any additional vehicle parking demand and prevent any vehicles being displaced onto the public highway.

There are no alterations to the public highway, and the minimal additional floorspace for both the B8 and E class uses would not be a concern with regard to additional trips on the surrounding highway network, it is therefore considered that no highway objection be raised.'

The proposal is therefore considered acceptable in accordance with CP61, CP62 and CP64 of the WCS.

Ecology and Biodiversity

Policy Context

The ecological impact of development is a key planning consideration, especially for larger schemes. Proposals must assess and address potential effects on:

- Protected species
- Priority habitats
- Ecological networks
- Green and blue infrastructure

Core Policy 50 of the Wiltshire Core Strategy requires development to:

- Avoid harm to ecological assets.
- Deliver measurable Biodiversity Net Gain (BNG), in line with the Environment Act 2021.
- Support habitat restoration and connectivity.
- Integrate biodiversity into site design.

In this instance the proposal is contained wholly within the confines of the site on an existing concrete base and as such, the development is de minimis, exempt from the requirement to deliver Biodiversity Net Gain under Schedule 7A, Section 4(2)(a) of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021.

Landscape and Visual Impact

Core Policy 51 of the Wiltshire Core Strategy requires development to:

- Protect, conserve, and enhance landscape character and quality.
- Respect local distinctiveness, key views, and visual receptors.
- Give particular weight to impacts on National Landscapes (formerly AONBs) and locally valued landscapes.

The Wiltshire Design Guide SPD (2024) promotes a context-led approach, encouraging integration with natural features and settlement patterns while avoiding visual intrusion.

The NPPF emphasises the need to protect and enhance valued landscapes, particularly those with scenic, historic, or ecological significance. Planning decisions should:

- Recognise the intrinsic character and beauty of the countryside.
- Safeguard key views, local distinctiveness, and landscape settings.
- Ensure development is well-integrated into its surroundings and avoids visual intrusion, especially in sensitive or designated areas.

Landscape impact must be considered alongside biodiversity, heritage, and green infrastructure objectives, with mitigation measures encouraged where harm cannot be avoided.

Paragraph 189 of the NPPF requires that great weight should be given to conserving and enhancing landscape and scenic beauty in National Landscapes which have the highest status of protection in relation to these issues.

Under Section 245 of the Levelling-up and Regeneration Act 2023, LPAs and other relevant authorities must now “seek to further” the statutory purposes of National Landscapes (formerly Areas of Outstanding Natural Beauty), replacing the previous duty to merely “have regard to” them.

This is an active duty, requiring authorities to take reasonable and proportionate steps to support the conservation and enhancement of the natural beauty, special qualities, and key characteristics of these designated areas when exercising any function that affects them.

The North Wessex Downs National Landscape Management Plan 2025-2030 is a material consideration. In particular, Policy DE.01 seeks to ensure that change is landscape-led and conserves and enhances natural beauty and landscape character. Given the limited scale of the development, its location within an established employment site and its relationship with the existing hangar complex, the proposal is considered to accord with these objectives.

The site lies within the North Wessex Downs National Landscape. The extension and new storage building are located well within the confines of the site. It is further noted that the storage building has an agricultural appearance and will not appear unduly prominent or out of keeping with the existing landscape.

Whilst it is acknowledged that the proposed storage building would be visible from parts of the surrounding countryside, as identified by both the Parish Council and the Council's Conservation Officer, the building would be viewed in the context of the existing Hangar 45 complex and wider former airfield development. The structure would remain clearly subordinate to the main hangar, be contained within the established developed curtilage of the site and support an existing commercial operation. Given its modest scale, functional design and association with the established industrial and aviation character of the site, the proposal would not materially detract from the special qualities, scenic beauty or landscape character of the North Wessex Downs National Landscape. Any limited visual impact is considered to be outweighed by the economic benefits associated with supporting the continued operation and expansion of an existing rural business.

The proposal, by virtue of its scale, siting, and design, would not harm the special qualities or scenic character of the North Wessex Downs National Landscape.

The development therefore complies with Core Policy 51 of the Wiltshire Core Strategy and Paragraph 176 of the NPPF in conserving and enhancing the National Landscape.

Conclusion

The proposal represents a proportionate extension and enhancement of an established rural employment site. It would support the continued operation and expansion of an existing business, safeguard employment opportunities and introduce renewable energy generation. Whilst giving great weight to the conservation of the North Wessex Downs National Landscape and special regard to heritage assets within the Yatesbury Aerodrome Conservation Area, it is concluded that the development would result in no unacceptable harm to landscape character, heritage significance, residential amenity, highway safety or biodiversity. The

proposal therefore accords with Core Policies 34, 35, 41, 51, 57, 58, and 59 of the Wiltshire Core Strategy and paragraphs 85 and 89 of the NPPF.

RECOMMENDATION: That Planning Permission be GRANTED subject to conditions.

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

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

Site Location & Existing Site Plan AA.24.13.01
Proposed Site Plan AA.24.13.02
Proposed Floor Plans & Elevations AA.24.13.04
Proposed Storage Unit Elevations & Floor Plan AA.24.13.05
Design statement
Received 21.01.26
Solar panel specifications
Received 16.02.26

REASON: For the avoidance of doubt and in the interests of proper planning.

3)The construction hours of the approved development shall be limited to the hours of 8am and 6pm on Mondays to Fridays, 8am to 1pm on Saturdays, and at no time on Sundays and Bank or Public Holidays.

REASON: To ensure the retention of an environment free from intrusive levels of noise and activity in the construction period in the interests of the amenity of the area.

4)No external lighting shall be installed on-site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institution of Lighting Professionals in their publication "The Reduction of Obtrusive Light" Guidance Note 01/21 (reference GN01/21), have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

5)No above-ground development shall commence until details and samples/specifications of the external materials and finishes, including the colour and finish of all wall cladding, roofing materials, doors and windows, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

REASON: In the interests of visual amenity, the character and appearance of the Yatesbury Conservation Area, the setting of heritage assets and the North Wessex Downs National Landscape.

6) The storage building hereby approved shall be used only for purposes ancillary and incidental to the existing employment uses at Hangar 45 and shall not at any time be occupied or operated as an independent unit of accommodation or business use.

REASON: The Local Planning Authority has assessed the proposal on the basis that the building would remain ancillary to the existing employment use of the site. Separate occupation or use could give rise to impacts that have not been assessed as part of this application.

INFORMATIVE

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority, and

(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Wiltshire Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. For further information on exempt developments please refer to:

<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements is considered to apply.