

<b>Item No</b>	<b>Application No. and Parish</b>	<b>Proposal, Location and Applicant</b>
(1)	16/02724/MINMAJ	Change of use to amend approved details to enable receipt of non-recyclable waste at the Household Waste Recycling Facility  Veolia Environmental Services, Padworth IWMF, Padworth Lane, Lower Padworth  Veolia ES (West Berkshire) Ltd.

To view the plans and drawings relating to this application click the following link:  
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=16/02724/MINMAJ>

**Recommendation Summary:** To **DELEGATE** to the Head of Planning & Countryside to **GRANT PLANNING PERMISSION** for the reasons given below (Section 7.1-7.4).

**Ward Members:** Councillor Graham Bridgman  
Councillor Mollie Lock

**Reason for Committee Determination:** The application is 'Major' in terms of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the application site is Council owned land. Therefore, in line with the Council Constitution, the application must be referred to Committee for determination.

**Committee Site Visit:** 11 January 2017

<b>Contact Officer Details</b>	
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## 1. Relevant Site History

08/01166/MINMAJ	APPROV	06.03.2009	Change of use of land and erection of buildings to form new Integrated Waste Management Facility (IWMF) to comprise; Waste Transfer Station (WTS), Material Recovery Facility (MRF), Household Waste Recycling Centre (HWRC), In-Vessel Composting Facility (IVC), municipal depot with workshop, fuelling and washing facilities, administration and visitor centre, weighbridge. Formation of associated parking, roadways and vehicular access. Landscape works, including tree removals and additional planting, formation of earth bunding and surface water drainage swales. Erection of new fencing.
09/02521/MINMAJ	APPROV	05/03/2010	Section 73 - Application for removal or variation of condition 2 of planning permission 08/01166/MINMAJ - Alterations to approved drawings.
11/00923/MINMAJ	APPROV	25/08/2011	Section 73 - Application for variation of Condition 2 - (Approved Plans), Condition 3 - (Building Details), Condition 9 - (Materials), Condition 38 - (Parking and Turning Details) and Condition 51 - (New scheme of planting) on Application No. 09/02521/MINMAJ.
13/01546/MINMAJ	APPROV	27/09/2013	Section 73A - Variation of Conditions 17: Travel Plans, 48: Ecological management, 49: BREEAM of planning permission 11/00923/MINMAJ: Section 73 - Application for variation of Condition 2 - (Approved Plans), Condition 3 - (Building Details), Condition 9 - (Materials), Condition 38 - (Parking and Turning Details) and Condition 51 - (New scheme of planting) on Application No. 09/02521/MINMAJ.
14/01111/MINMAJ	APPROV	29/04/2014	Section 73A: Variation of Condition 16 - Travel Plan, of planning permission reference 13/01546/MINMAJ.

## 2. Publicity of Application

Site Notice Expired: 08 December 2016  
Neighbour Notification Expired: 1 December 2016  
Newbury Weekly News Press Advert: 17 November 2016

## 3. Consultations and Representations

### 3.1 Consultations

**Beenham Parish Council:** No objections

**Aldermaston Parish Council:** No objections to this application, subject to satisfactory resolution of any associated traffic issues.

**Padworth Parish Council:** Support the application subject to the following conditions:

1. No waste to be left outside overnight. All bins to be emptied and waste taken inside the Transfer Building.
2. During hot weather, bins to be emptied at least once during the day, not left until last thing at night.
3. An emergency system be put in place, eg curtains, which could close the building, should main doors breakdown.
4. Lorries to be internally cleaned more frequently than once a week, during hot weather.

These 4 are to prevent the very bad smells which residents have had to endure on several occasions since the site was opened.

5. Veolia to liaise with WBC Highways and Padworth Parish Council, to find ways to limit the expected traffic problems in Padworth Lane and Rectory Road. Surveys suggest up to 80% more vehicle movements per day. There could be as many as 1000 vehicles ( Veolia's own survey ) going into the site and the same going out at weekends. At least half of these could use Rectory Road, i.e. those from Mortimer, Burghfield, Wokefield, Beech Hill, Ufton and Sulhampstead. There is a 6'6" width restriction, with single lane passing places, 3 schools, a college, church, 3 farms, 6 stables, village hall, hotel, the very large Fuel Storage Depot as well as Veolia. We would like to see traffic islands put in place at the Veolia entrance to direct all traffic on leaving to the left, otherwise the two way traffic could be far too much for this road to handle.

6. Veolia to have plans to deal with traffic build up. As well as the traffic lights on the railway bridge, the canal bridge is only 50 metres away from the site entrance and is frequently closed to allow canal traffic to pass. Heavy traffic build up is seen as a distinct possibility. We are concerned that drivers will try and use the village hall car park as a turning circle. The village hall is in use almost every day of the year, often with 50 or more cars using the car park.

7. The original application to build the site stated that screening with trees must be done. This was suspended due to the presence of spiders. It is our understanding that these spiders are no longer present. Screening must be undertaken with tree planting this spring.

8. The Parish Council be allowed to inspect the site on a regular basis.

9. The conditions should be written into granting of this application, not just given lip service.

10. The WBC Traffic Survey in 2009 makes no mention of Rectory Road, so this new application must take notice of our concerns.

**West Berkshire Highways and Traffic:**

I note from the covering letter that the impact of the predicted tonnage increase will still be below the consented total of 7,200 tonnes pa. No further objections; Conditions as before.

**Environment Agency:**

We believe that as the site is operating at a capacity below which it was designed for and that additional operations will take place on an area of hard standing we are not concerned that the proposed development may pose any significant impact on groundwater quality. Therefore no objections raised

**Thames Water:**

No response

**West Berkshire Public Rights of Way:**

No response

**CLH Pipeline System:**

Standing advice indicating that development and most intrusive activities are prohibited within 3 metres of the pipeline without specific consent.

**Natural England:**

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

**West Berkshire Environmental Health:**

It is likely that the acceptance of non-recyclable waste with the extension of opening times will increase the amount of private vehicles, in addition to anticipated increase in use following restrictions on the use of the Smallmead facility in Reading.

However the use of the site is currently well below original predictions and it is estimated that the amount of waste deposited will still be below original predicted levels if proposed changes are implemented. A noise impact assessment was carried out for the original application based on predicted levels of use which resulted in acoustic screening being installed to protect off-site sensitive locations.

There is already a significant amount of HGV vehicle movement in and out of the site well before the proposed new opening times and the operating times at weekends and bank holidays will be slightly reduced.

Following my site visit I am satisfied that noise emanating from the site will not have a significant impact on amenity if the new proposals are implemented.

I had concerns that non-recyclable waste would be more likely to emit odours if not properly managed with an increased risk that there would be an impact on amenity. However, following my site visit I am satisfied with the steps that will be taken to minimise this risk. The proposal is for one additional compactor container to be installed next to existing containers. This container will be emptied on a daily basis and contents processed elsewhere on the site in an existing enclosed facility that is currently used to process similar waste. I am therefore satisfied that odour will not be an issue

**West Berkshire Archaeology:**

I have reviewed the application using the approach set down in the National Planning Policy Framework and have checked the proposed development against the information we currently hold regarding the heritage assets and historic land uses in this area. This evidence suggests that there will be no major impact on any features of archaeological significance.

I do not, therefore, believe that any archaeological assessment or programme of investigation and recording will be necessary in relation to the current proposal.

**West Berkshire Drainage:**

No response

**West Berkshire Trees:**

No response

**MOD:**

This application relates to a site outside of Ministry of Defence safeguarding areas. I can therefore confirm that the Ministry of Defence has no safeguarding objections to this proposal.

**Canal and River Trust:**

No comments

**Network Rail:**

Network Rail has concerns whether the facility would hold Gas Cylinders (Propane/Butane or

Acetylene) part of the uncontrolled waste recycling process as mixed waste, can self-ignite and has automatic suppressions systems been considered for the non-recyclable waste area.

Should the above be stored on site, Network Rail would object, pending receipt of further details from the applicant.

Notwithstanding the above, the following comments and requirements are made:

If not already in place, the developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary and make provision for maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. It is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land.

It should be noted that because of the nature of the proposals we would not want to see materials piled against our boundary. Items to be heaped on site should be kept away from the boundary an equal distance as the pile is high to avoid the risk of toppling and damaging or breaching our boundary. We also have concerns over the potential for dust clouds and rubbish created from the processing at the site affecting the railway signal sighting. Therefore, adequate measures for preventing dust and rubbish blowing onto Network Rail property are to be in operation.

The materials contained within the site subject to the applicants control should be stored and processed in a way which prevents over spilling onto Network Rail land and should not pose excessive risk to fire. If hazardous materials are

likely to be sited on the land then Network Rail must be further contacted by the applicant.

**Ramblers Association:** No response

### **3.2 Representations**

Total: 6 Object: 5 Support: 1

The material planning considerations that were raised as part of these representations were:

- Concern over impact of resultant traffic on local road network
- Concern over impact on amenity of local residents in regard to noise, dust, odour, air quality and visual impact including light pollution
- Support the sustainability benefits of the proposal

### **3.3 Environmental Impact Assessment**

3.3.1 The application has been considered under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended). In accordance with Regulation 7 of the Regulations, the local planning authority (LPA) is required to adopt a screening opinion as to whether the proposal constitutes EIA development, and therefore whether Environmental Impact Assessment (EIA) is required as part of the application.

3.3.2 A screening opinion has been adopted because the proposed development is considered to fall within Schedule 2 of the EIA Regulations as it relates to "Installations for the disposal of waste" and as such falls within section 11(b) of Schedule 2 of the EIA Regulations. The Council does not consider the proposed development likely to have significant effects on the environment by virtue of factors such as its nature, size or location. It is therefore concluded by the Council that the proposal is not EIA development, and therefore an Environmental Statement is not required to be submitted with this application

## **4 Planning Policy**

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of any planning application must be made in accordance with the development plan unless material considerations indicate otherwise. The statutory development plan comprises the West Berkshire Core Strategy 2006-2026 and those saved policies within the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) (WBDLP), the Waste Local Plan for Berkshire (saved policies) and the Replacement Minerals Local Plan (saved policies) and The South East Plan (May 2009), only insofar as Policy NRM6 applies.

4.2 Other material considerations include government legislation and guidance, in particular:

- The National Planning Policy Framework (March 2012) (NPPF);
- By Design: urban design in the planning system: towards better practice (DETR/CABE);

- The National Planning Practice Guidance Suite (March 2014)
  - The National Planning Policy for Waste (October 2014)
- 4.3 The policies within the West Berkshire Core Strategy (2006-2026) attract full weight. The following policies are relevant to this application:
- ADPP1: Spatial Strategy;
  - CS5: Infrastructure Requirements and Delivery
  - CS13: Transport;
- 4.4 The policies of the West Berkshire District Local Plan (1991-2006) Saved Policies 2007 attract due weight in accordance with their degree of consistency with the policies of the National Planning Policy Framework. The following saved policies are relevant to this application:
- TRANS1: Meeting the Transport Needs of New Development;
  - OVS5: Environmental Nuisance and Pollution Control
  - OVS6: Noise Pollution
- 4.5 The Waste Local Plan for Berkshire (Waste Local Plan) is a key planning policy document relevant to this proposal. It is accepted that the Waste Local Plan is now dated, but it remains the adopted plan relating to waste proposals in Berkshire and provides a key local planning policy context. In accordance with the Planning and Compulsory Purchase Act (2004) the Waste Local Plan was reviewed in 2007 and a number of policies were saved following this review process.
- 4.6 Despite the fact that the Waste Local Plan was adopted in 1998 it is clear from the NPPF that policies in existing adopted plans shall be still afforded due weight and more weight given to policies that are consistent with the NPPF. The NPPF does not contain any specific policies on Waste, referring to the NPPW but confirms that decision makers should have regard to policies in the NPPF and therefore it is considered that, where the policies in the Waste Local Plan are in conformity with the policies in the NPPF and NPPW then they should still be afforded due weight in the consideration of planning applications. The relevant saved policies for the determination of this application are:
- WLP1: Sustainable Development
  - WLP11: Preferred Areas for waste management uses
  - WLP27: Is development needed
  - WLP30: Assessing the impact of development proposals
  - WLP31: Information to be provided with application
- 4.7 The South East Plan was adopted on 6 May 2009 and carries due weight according to its degree of conformity with the Framework. Although this plan has been revoked, Policy NRM6 (Thames Basin Heaths Special Protection Area) remains in force. As such, the South East Plan is only relevant insofar as this policy applies. For the avoidance of doubt, for the purposes of this application the policy is not relevant as the site is not within nor does it influence the Thames Basin Heath SPA.



## **5. Description of Development**

- 5.1 The application site is the Household Waste Recycling Centre (HWRC) component of the wider Padworth Integrated Waste Management Facility (IWMF) which is located to the east of the main residential area of Aldermaston Wharf. The wider site (IWMF) is bounded by the Great Western Main Line to the northwest, beyond which are a number of residential properties that are accessed via The Crescent and Oakend Way, and beyond these properties is the A4. On the northern side of the A4 are a number of industrial and commercial premises. To the south and south east of the IWMF site are the Kennet and Avon Canal and towpath, while beyond the canal is an active gravel extraction site. To the immediate northeast of the IWMF site is the Oil Pipeline Depot that is adjacent to Padworth lane, while to the east of Padworth Lane is Padworth Village Hall, the residential property known as Lothlorian, and open fields. To the west and south west of the IWMF are residential properties that form the outskirts of the residential area of Aldermaston Wharf.
- 5.2 The HWRC, to which this application relates, is located in the southern part of the wider IWMF site. The vehicular access to the IWMF and HWRC is via the south east corner of the site and directly onto Padworth lane. In close proximity to the access is Padworth Bridge, which is a swing bridge that traverses the Kennet and Avon Canal. The former sidings, that branch from the main line to the north, enters the north western corner of the IWMF site and follows the northern boundary before sweeping southwards along the eastern boundary.
- 5.3 There are residential properties in close proximity to the IWMF, the closest of which, Venture Fair (to the west), abuts the IWMF site boundary, however this property is some 250m from the HWRC. Other dwellings to the west, Orchard Bungalow and June Rose Bungalow are approximately 150m from the HWRC site. To the north east, and approximately 65m from the site entrance, is the property known as Lothlorian, while to the west of that property and also on Padworth Lane is the Padworth Village Hall, which also incorporates a residential dwelling for the resident caretaker for the hall. More residential properties are located to the northwest of the facility, beyond the railway line (approximately 300m from the HWRC site). There are 25 properties in this area (made up of the Crescent, 12 properties, Oakend Way, 8 properties, and 5 properties that are accessed via the Bath Road (A4)). Also in this locality, to the north east of Padworth Lane is the Holiday Inn Hotel, which is understood to have 50 rooms.
- 5.4 The application seeks to extend the range of wastes that can be brought to the HWRC to include non-recyclable/mixed waste. This application has been made in conjunction with another application (16/02725/MINMAJ) to amend the opening hours of the HWRC in order that it would be permitted for the public to take and deposit waste at the HWRC on weekday mornings. This application is also before this committee for determination.

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

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

- 6.1. Principle of the development
- 6.2. Highways
- 6.3. Impact on amenity

- 6.4. Need for the development
- 6.5. Safety protocol
- 6.6. Conditions proposed

## **6.1 The principle of the development**

- 6.1.1. Policy WLP11 of the WLPB confirms the allocation of the application site as a “preferred area” for waste management development. This policy has been saved and is thus relevant to this application. Policy WLP11 of the WLPB sets out a presumption that applications for waste management development on preferred areas will normally be permitted, provided that other policies in the WLPB are satisfied.
- 6.1.2. In addition to being within a ‘preferred area’ for waste management under WLP11, the permanent, existing Household Waste Recycling Centre (HWRC) forms part of the wider permanent Integrated Waste Management Facility (IWMF). In essence waste would continue to be brought to the facility by the public although the nature of the waste would change slightly. For this reason the principle of the development is already established and is therefore considered acceptable.

## **6.2 Highways**

- 6.2.1. When the original application (ref 08/01166/MINMAJ) was determined for the IWMF it had been anticipated that approximately 7,200 tonnes of waste would be delivered by the public to the HWRC annually. This would have equated to an average of 441 visits per day on weekdays and 1093 visits per day on Saturdays and Sundays. This was assessed as being acceptable in planning and highways terms.
- 6.2.2. The operator has indicated that tonnages have increased each year; however in 2015/16 an annual input of only 1,300 tonnes was achieved.
- 6.2.3. Until recently residents living at the eastern end of the district (such as Tilehust, Theale, Burghfield Common) would likely have chosen to use Smallmead HWRC operated by re3 (waste partnership between Reading Borough Council, Bracknell Forest Borough Council and Wokingham District Council) to dispose of waste. The applicant has stated that in September 2014 a survey indicated that approximately 4,800 tonnes of waste per year was deposited at the Smallmead HWRC by West Berkshire residents, however this reciprocal agreement has now been terminated. Residents in the east are currently required to travel to the Newtown Road site at Newbury to dispose of general waste, so it is anticipated that should the Padworth HWRC be permitted to take general waste, there would be an increase in the use of the site as it is more easily accessible from the east of the district.
- 6.2.4. A similar reciprocal agreement existed for Hampshire residents from the Tadley area who (based on survey information from September 2015) were responsible for depositing approximately 41% of the waste at the Padworth HWRC, equating to approximately 500 tonnes in 2015/16.
- 6.2.5. Based on this information it is likely that there would be a net increase of between 4000 and 4500 tonnes per annum to the Padworth HWRC, bringing the tonnage managed up to between 5000 and 6000 tonnes per annum.

6.2.6 It therefore seems unlikely that the throughput would increase beyond that which was assessed as being acceptable as part of the original application (7200 tonnes per annum). The application (16/02725/MINMAJ) that has been submitted in conjunction with this application seeks to open the HWRC on weekday mornings which would also potentially spread the traffic movements throughout the day. The Council Highways Department have no objections and therefore from a highways perspective this development is considered to align with CS13 and TRANS1.

### **6.3 Impact on amenity**

6.3.1 Saved Local Plan policies OVS.5 and OVS.6 are concerned with 'Environmental Nuisance and Pollution Control' and 'Noise Pollution' from development respectively. WLP30 specifies that traffic and traffic related impacts should be taken into account when assessing waste proposals. WLP27 states, inter alia that waste management development will only be permitted if the development would not give rise to any unacceptable environmental impacts.

6.3.2 Waste development of this nature, and the associated traffic movements have the potential to result in noise and odour impacts. It is acknowledged that there would likely be an increase in traffic movements from the current situation, however it is likely that the tonnages and traffic movements would still be below the threshold which was originally assessed as being acceptable in amenity terms when the HWRC was initially consented. As a result of the development, there would be very little physical change on the site itself. Essentially one container within the HWRC would be used for the receipt of general waste. It would be emptied daily and the waste would be transferred to the enclosed Waste Transfer Station where general/non-recyclable waste is already managed. A noise impact assessment was carried out for the original application based on predicted levels of use which resulted in acoustic screening being installed to protect off-site sensitive locations.

6.3.3 Conditions which have previously been imposed relating to noise, odour, dust, lighting, and litter would be re-imposed in order to control the impacts of the development. The Councils Environmental Health Officers have no objections to the proposals and for these reasons it is considered that there will not be a significant impact on amenity as a result of this development.

### **6.4 Need for the development**

6.4.1 WLP27 states inter alia, that planning applications for waste management development will only be permitted if the Local Planning Authorities are satisfied that: there is a need for the development; and there is a wider environmental benefit resulting from the development which outweighs any adverse environmental and other effects resulting from it.

6.4.2 As described above a reciprocal agreement did exist whereby residents in the east of the district were able to use the Smallmead HWRC in Reading, however this agreement is not in place anymore. Currently therefore, residents in the east of the district can take recyclable waste to the Padworth HWRC, however general waste must be taken to the Newtown Road HWRC at Newbury. This is a significant round-trip for residents living in the east of the district wishing to dispose of general waste.

From the point of view of providing a waste management service that is fit for purpose, and sustainable for the residents of West Berkshire, the Padworth HWRC is required to accept general waste.

- 6.4.3 It is acknowledged that local levels of traffic may increase from their current levels, albeit still staying within the tonnages/vehicle numbers that were assessed as being acceptable as part of the original application in 2009. However, there is considered to be a substantial sustainability benefit in terms of the travel distances involved for residents in the east of the district in disposing of general waste to HWRCs. Rather than travelling to Newbury eastern residents would choose to use the Padworth HWRC and the journey would be shortened.
- 6.4.4 It is acknowledged that some residents who live in south east of the district may use the minor roads to access the Padworth HWRC rather than the A4 and Padworth Lane from the north. However as stated, currently they are required to travel to the Newtown Road HWRC in order to deposit general waste. It is considered possible that some of these residents may utilise these same minor roads already in order to gain access to the A4 to travel to the Newtown Road site at Newbury.

## **6.5 Site safety protocol**

- 6.5.1 Network Rail has raised the issue of whether the facility would hold gas cylinders (Propane/Butane or Acetylene) as part of the waste management process at the HWRC, and enquired about the automatic suppression systems.
- 6.5.2 The operator has indicated that gas cylinders would not currently be received/stored at the HWRC as part of the receipt of general waste. If they were to be, they would be stored in a separate location within a cage or similar area. It is very unlikely that gas cylinders would be in the residual waste in the HWRC, however, if one was found, it would be dealt with in the same way as ammunition, explosives or fireworks. Should a cylinder remain undiscovered and enter the Waste Transfer Station, there are automatic suppression systems in this building.
- 6.5.3 These comments have been referred to Network Rail and no response has been received, however it is considered from an officer perspective that there would be no overriding safety concerns in respect to this issue.

## **6.6 Conditions specified by Padworth Parish Council**

- 6.6.1 Padworth Parish Council has indicated that it supports the application subject to certain conditions being applied. It seemed easiest to take each condition in turn and discuss it.

1. *No waste to be left outside overnight. All bins to be emptied and waste taken inside the Transfer Building.*

Discussion: It has been recommended that the general waste container be emptied daily (please see Condition 3 *Daily emptying of general waste container* in Section 8 below)

2. *During hot weather, bins to be emptied at least once during the day, not left until last thing at night.*

Discussion: The emptying of the general waste container once a day is considered adequate in terms of controlling impact on amenity by the Councils Environmental Health Officers. This condition is arguably therefore not necessary, and would also not be sufficiently precise. These are two of the tests for planning conditions meaning that this condition could not be imposed.

3. *An emergency system be put in place, eg curtains, which could close the building, should main doors breakdown.*

Discussion: This condition appears to relate to the operation of the Waste Transfer Station and is outside the scope of the planning application which relates to the acceptance of residual waste at the Household Waste Recycling Centre.

4. *Lorries to be internally cleaned more frequently than once a week, during hot weather.*

Discussion: This condition appears to be outside of the scope of the application which relates to the receipt of residual waste at the Household Waste Recycling Centre.

5. *Veolia to liaise with WBC Highways and Padworth Parish Council, to find ways to limit the expected traffic problems in Padworth Lane and Rectory Road. Surveys suggest up to 80% more vehicle movements per day. There could be as many as 1000 vehicles (Veolia's own survey) going into the site and the same going out at weekends. At least half of these could use Rectory Road, i.e. those from Mortimer, Burghfield, Wokefield, Beech Hill, Ufton and Sulhampstead. There is a 6'6" width restriction, with single lane passing places, 3 schools, a college, church, 3 farms, 6 stables, village hall, hotel, the very large Fuel Storage Depot as well as Veolia. We would like to see traffic islands put in place at the Veolia entrance to direct ALL traffic on leaving to the left, otherwise the two way traffic could be far too much for this road to handle.*

Discussion: There is already signage erected at the site entrance indicating that all traffic turn left out of the site entrance and proceed to the A4 (this is required by the planning conditions on the site and this requirement is re-iterated in proposed condition 6). It is unclear whether there would be space in the highway to accommodate traffic islands, and such a requirement is not deemed to be necessary by the Councils Highways Officers. In addition the installation of traffic islands, forcing vehicles to turn left is considered likely to result in an increase in vehicles performing a turning manoeuvre within the village hall car park (a further issue raised as a concern by the Parish Council).

6. *Veolia to have plans to deal with traffic build up. As well as the traffic lights on the railway bridge, the canal bridge is only 50 metres away from the site entrance and is frequently closed to allow canal traffic to pass. Heavy traffic build up is seen as a distinct possibility. We are concerned that drivers will try and use the village hall car park as a turning circle. The village hall is in use almost every day of the year, often with 50 or more cars using the car park.*

Discussion: There is over 400m between the public highway and the first location within the HWRC where waste can be deposited. On the basis that the 'average' car is 5.5m in length this would mean that there is currently capacity within the site to accommodate a 72 vehicle long queue before any vehicles are 'backed up' onto the public highway. The original transport assessment for the whole IWMF site predicted a worst case peak level of 144 vehicles visiting the HWRC facility in one hour. Therefore the likelihood of any vehicles backing up onto the public highway as a consequence of this proposal is considered highly unlikely. Such a requirement is not deemed to be necessary by the Councils Highways Officers.

7. *The original application to build the site stated that screening with trees must be done. This was suspended due to the presence of spiders. It is our understanding that these spiders are no longer present. Screening must be undertaken with tree planting this spring.*

Discussion: This condition appears to be outside of the scope of the application which relates to the acceptance of residual waste at the Household Waste Recycling Centre.

8. *The Parish Council be allowed to inspect the site on a regular basis.*

Discussion: Planning conditions can only be used in order to make a development acceptable which would otherwise be unacceptable. In this respect it is considered that this condition is unnecessary. It may be that the Liaison meetings which previously took place could be reintroduced, however a planning condition would not be required for these purposes.

9. *The conditions should be written into granting of this application, not just given lip service.*

Discussion: This is acknowledged, however this would not be imposed as a planning condition.

10. *The WBC Traffic Survey in 2009 makes no mention of Rectory Road, so this new application must take notice of our concerns.*

Discussion: This is acknowledged, however this would not be imposed as a planning condition.

## **7. Conclusion**

7.1 The site is a permanent waste management facility in a 'preferred area' for waste management uses. The original application for the wider Integrated Waste Management Facility was assessed on the basis that there would be 7,200 tonnes of waste received in the Household Waste Recycling Centre per annum. The proposal to accept general waste would increase the volume of waste managed at the facility above the current levels, however it would remain within the 7,200 tonnes limit. Therefore this has been assessed as being acceptable in highways terms.

- 7.2 Screening was erected to mitigate noise impact as part of the original application, and the general waste container would be emptied daily and taken to the enclosed Waste Transfer Station. For these reasons the development would be acceptable in terms of noise impacts and odour impacts. Conditions would adequately control impacts on amenity.
- 7.3 The current situation whereby a resident of the east of the district must travel to Newbury to deposit some general waste in a Household Waste Recycling Centre is less than desirable in sustainability terms, and in the context of providing a waste management service that is fit for purpose.
- 7.4 Having taken account of the relevant policy considerations, and the other material considerations referred to above, it is considered that, having regard to the clear reasons to support the proposal the development proposed is acceptable and a conditional approval is justifiable.

## 8. Recommendation

To **DELEGATE** to the Head of Planning & Countryside to **GRANT PLANNING PERMISSION** subject to the conditions set out below.

### Conditions

#### 1. Approved plans

The development hereby permitted shall be carried out in complete accordance with the following submitted documents and plans:

- the application form dated 3 October 2016 submitted as part of 16/02724/MINMAJ
- HWRC Proposed layout plan A4623 204 M dated 30/03/09 as approved under planning permission 09/02521 (submitted as part of 16/02724/MINMAJ)
- the Covering letter submitted in association with 16/02724/MINMAJ and 16/02725/MINMAJ

The details of which are approved except as amended by the following conditions.

Reason: To enable the Local Planning Authority to adequately control the development, to minimise its impact on the amenities of the local area in accordance with policy WLP31 of Waste Local Plan for Berkshire 1998-2006.

#### 2. Hours of operation

The Household Waste Recycling Centre shall not be open for the receipt of waste except between the following hours:

0800 – 1800 Monday to Sundays and bank and public holidays

No operations shall take place on Christmas Day, Boxing Day or New Years Day.

Reason: In the interests of the local amenity in accordance with policy WLP30 in the Waste Local Plan for Berkshire 1998-2006 and policy OVS.5 in the West Berkshire District Local Plan 1991-2006.

### 3. Daily emptying of general waste container

Any container utilised for the storage of general or non-recyclable waste hereby permitted in the HWRC shall be emptied on a daily basis and taken to the Waste Transfer Station (as shown on the Site Layout Plan A4069 AL100P Rev P4 dated 27/06/11, approved under 11/00923/MINMAJ), in order that no general or non-recyclable waste is left out overnight.

Reason: To enable the Local Planning Authority to adequately control the development, to minimise its impact on the amenities of the local area in accordance with policy WLP31 of Waste Local Plan for Berkshire 1998-2006.

### 4. Deposit Limits

The throughput of waste at this site shall not exceed 7,200 tonnes per annum without prior agreement in writing from the Local Planning Authority.

Reason: In the interests of local amenity and in accordance with policies WLP30 and WLP31 in the Waste Local Plan for Berkshire 1998-2006 and policy OVS.5 of the West Berkshire District Local Plan 1991-2006.

### 5. Records of waste

From the date on this decision notice the operators shall maintain records of the monthly receipt of waste at the HWRC and shall make them available to the Local Planning Authority at any time upon request. All records shall be kept for at least 24 months following their creation or such longer period as the Local Planning Authority may specify in writing.

Reason: In order that the Local Planning Authority can monitor the receipt of waste to the site in accordance with policy WLP31 of the Waste Local Plan for Berkshire 1998-2006 and policy OVS.5 of the West Berkshire District Local Plan 1991-2006.

### 6. Traffic management scheme

The development hereby permitted shall be carried out in complete accordance with the following Traffic Management Scheme (approved in accordance with condition 16 of planning permission 09/02521 under planning reference 11/00842) as applicable to the HWRC. The approved details are:

- Drawing 100604\_001a dated 05/04/11
- Drawing 100604\_001b dated 05/04/11
- Drawing 100604\_001c dated 05/04/11



The scheme hereby approved shall be implemented in full and the approved signage shall thereafter be maintained at all times.

Reason: In the interests of highway safety and to accord with the WBC freight strategy in accordance with Policy WLP30 of the Waste Local Plan for Berkshire 1998 - 2006.

#### 7. Odour

The development hereby permitted shall be carried out and thereafter operated in complete accordance with the following odour mitigation scheme (approved in accordance with condition 21 of planning permission 09/02521 under planning reference 10/00786) as applicable to the HWRC. The approved details are:

- Odour Management Plan dated February 2010

Reason: In the interests of the amenities of neighbouring occupiers in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006 and policy OVS.5 of the West Berkshire District Local Plan 1991-2006.

#### 8. Artificial Lighting

The development hereby permitted shall be carried out and thereafter operated in complete accordance with the following lighting scheme (approved in accordance with condition 22 of planning permission 09/02521 under planning reference 11/00986) as applicable to the HWRC. The approved details are:

- External Lighting Statement.
- Schedule of lights, mountings and images.
- 3D images showing external lighting.
- Site Plan showing external lighting, Drawing 4069 A1119 Rev C1 dated 05/04/11.
- Lighting time plan (Monday to Friday).
- Lighting time plan (Weekend).
- E-mail from Mr O. Dimond dated the 22nd July where that relates to lighting matters.

Reason: In the interests of the amenities of neighbouring occupiers in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006 and policy OVS.5 of the West Berkshire District Local Plan 1991-2006.

#### 9. Operational Dust

The development hereby permitted shall be carried out and thereafter operated in complete accordance with the following operational dust scheme (approved in accordance with condition 23 of planning permission 09/02521 under planning reference 11/00480) as applicable to the HWRC. The approved details are:

- Dust and Litter management plan, dated February 2011.
- Mist Air dust and odour suppression system.

Reason: In the interests of the amenities of neighbouring occupiers in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006 and policy OVS.5 of the West Berkshire District Local Plan 1991-2006.

#### 10. Litter

The development hereby permitted shall be carried out and thereafter operated in complete accordance with the following litter management scheme (approved in accordance with condition 24 of planning permission 09/02521 under planning reference 11/00480) as applicable to the HWRC. The approved details are:

- The Dust and Litter management plan, dated February 2011.

Reason: In the interests of the amenities of neighbouring occupiers in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006 and policy OVS.5 of the West Berkshire District Local Plan 1991-2006.

#### 11. Reversing Beepers

The development hereby permitted shall be carried out in complete accordance with the following reversing alarm details (approved in accordance with condition 29 of planning permission 09/02521 under planning reference 11/00480) as applicable to the HWRC. The approved details are:

- Reversing Alarms, Plant and Machinery report dated February 2011
- Brigade Alarm Technical Drawing
- Brigade Smart White Sound Reversing Alarm - SA-BBS-97
- Brigade Declaration of Conformity, dated 10 November 2009
- Details of the Michigan L90
- Hitachi Zaxis 160W details

No plant, machinery and operational vehicles shall be used within the site unless fitted with the approved reversing alarms and only those approved alarms shall be used.

Reason: To protect the amenities of local residents in accordance with policy OVS.6 of the West Berkshire District Local Plan 1991-2006 and policy WLP30 of the Waste Local Plan for Berkshire 1998-2006.

#### 12. Operational Noise

The development hereby permitted shall be carried out and thereafter operated in complete accordance with the following noise scheme (approved in accordance with condition 34 of planning permission 09/02521 under planning reference 10/00786, as amended by this permission) as applicable to the HWRC. The approved details are:

- The Noise Mitigation scheme detailed in the Noise Report D126362-NOIS-R1/01 dated February 2010
- Planning Statement dated April 2011 approved under Planning Permission 11/00923

- Environmental Statement Addendum dated April 2011 approved under Planning Permission 11/00923 including appendix 8.1, 8.2, 8.3 and 8.

The existing background noise levels (LA90) measured one metre from the façade and 1.5 metres above ground level, at the noise sensitive locations identified in (a) and carried out in (e) or as requested by the Local Planning Authority, shall not be exceeded, as a consequence of operational noise levels (LAeq) generated at the site.

Reason: To protect the amenities of local residents in accordance with policy OVS.6 of the West Berkshire District Local Plan 1991-2006 and policy WLP 30 of the Waste Local Plan for Berkshire 1998-2006.

### 13. Oil tanks/fuel/chemical storage

Any chemical, oil, fuel, lubricant and other potential pollutants on site shall, at all times, be stored in containers which shall be sited on an impervious surface and surrounded by a suitable liquid tight bunded area. The bunded areas shall be capable of containing 110% of the container's total volume and shall enclose within their curtilage all fill and draw pipes, vents, gauges and sight glasses. The vent pipe should be directed downwards into the bund. There must be no drain through the bund floor or walls.

Reason: To minimise the risk of pollution of the water environment and soils in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006 and policy OVS.5 of the West Berkshire District Local Plan 1991-2006.

### 14. Plant

The development hereby permitted shall be carried out and thereafter operated in complete accordance with the following plant details (approved in accordance with condition 36 of planning permission 09/02521 under planning reference 11/00480) as applicable to the HWRC. The approved details are:

- Reversing Alarms, Plant and Machinery report dated February 2011
- Brigade Alarm Technical Drawing
- Brigade Smart White Sound Reversing Alarm - SA-BBS-97
- Brigade Declaration of Conformity, dated 10 November 2009
- Details of the Michigan L90
- Crambo Turned container drawing
- Crambo Installation layout drawing, dated 03.02.11
- Hitachi Zaxis 160W details
- Komptech Crambo 5000 details
- Baler location drawing Z-049050-0 Rev D
- Planning Statement dated April 2011 approved under Planning Permission 11/00923
- Environmental Statement Addendum dated April 2011 approved under Planning Permission 11/00923 including appendix 8.1, 8.2, 8.3 and 8.4 are hereby approved as the formal Plant and Machinery details as required by condition 36 of planning permission 09/02521/MINMAJ.

The plant and machinery shall be operated and maintained in accordance with the approved details and the approved acoustic attenuation measures retained.

Reason: In the interest of local amenity of the area as the full details of the plant and machinery were not provided with the application and to ensure that the proposed plant and machinery is in accordance with policies WLP30 and WLP31 of the Waste Local Plan for Berkshire 1998-2006 and policies OVS.5 and OVS.6 of the West Berkshire District Local Plan 1991-2006.

#### 15. Parking/turning in accord with plans

The development hereby permitted shall be carried out in complete accordance with the following parking and turning details (approved in accordance with condition 38 of planning permission 09/02521 under planning reference 10/00786 as amended by this permission) as applicable to the HWRC. The approved details are:

- Car Parking Management Plan Dated January 2010
- Planning Site Layout Plan A4069 AL100P Rev P4
- Traffic Management Schematic plan A4623 205 E dated 30/03/09

The parking and turning space shall be provided in accordance approved plans before the development becomes operational and shall be kept available for parking (of private motor cars and/or light goods vehicles) at all times and not used for any other purposes).

Reason: The full details of the parking facilities were not provided with the application and are required in accordance with Policy WLP30 of the Waste Local Plan for Berkshire 1998 - 2006.

#### 16. Visibility Splays

The development hereby permitted shall be carried out in complete accordance with the following visibility splay details (approved in accordance with condition 39 of planning permission 09/02521 under planning reference 11/00480). The approved details are:

- The overview of proposed improvements visibility splays drawing PS-ENB-08-5 Rev D dated June 2008.

These visibility splays shall be provided prior to the occupation of the buildings and shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level.

Reason: In the interests of road safety in accordance with WLP30 of the Waste Local Plan for Berkshire 1998 - 2006.