

**EASTERN AREA PLANNING COMMITTEE
ON 17TH JANUARY 2018**

UPDATE REPORT

Item No: (1) **Application No:** 17/02241/MINMAJ **Page No.** 13-63

Site: Former Theale Quarry, Deans Copse Road, Theale

Planning Officer Presenting: Andrew Morrow

Member Presenting: N/A

Parish Representative speaking: N/A

Objector(s) speaking: Mr Tom Wright

Supporter(s) speaking: N/A

Applicant/Agent speaking: Mr Matt Fenton

Ward Member(s): Councillor Carol Jackson-Doerge
Councillor Ian Morrin

Update information

1. Amendments to conditions and additional conditions:

Condition 20 has been amended by adding in reference to shipping containers, plant and machinery in the interests of visual amenity:

Agreement on storage

No storage of skips, shipping containers, plant or machinery shall take place on site until details of a storage area have been submitted to and approved by the Local Planning Authority. Thereafter, skips, shipping containers, plant and machinery shall only be stored within this approved area to a maximum height of 5 metres and the storage shall be incidental to operation of the site.

Reason: In the interests of amenity. This condition is imposed in accordance with the National Planning Policy Framework, policy WLP30 of the Waste Local Plan for Berkshire 1998-2006, policy CS14 of the West Berkshire Core Strategy 2006-2026, and policy OVS.5 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007.

Condition 36 has been amended to include in the scheme the sheeting of waste carrying vehicles accessing the site:

Haulage and access scheme

No development shall take place until a scheme of haulage and access has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall detail the methods to be employed to inform the drivers:

-of all heavy goods vehicles that use the site that the preferred haul route to and from the site should be via the section of the Dean's Copse Road to the east of the site access hereby approved, Burghfield Road, and the A4 where reasonably possible;

-of all vehicles accessing the site for the purposes of importing processed or unprocessed waste material in association with the development hereby permitted, that all waste shall be netted, sheeted, or placed within containerised vehicles when accessing the site.

Reason: *This condition is imposed in accordance with the National Planning Policy Framework, the National Planning Policy for Waste, policy TRANS.1 of the West Berkshire District Local Plan and policy CS13 of the West Berkshire Core Strategy 2006-2026.*

Condition 21 has been amended to include in Construction method statement, the preferred routing details:

Construction method statement

No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The statement shall provide for:

- 1. The parking of vehicles of site operatives and visitors*
- 2. Loading and unloading of plant and materials*
- 3. Storage of plant and materials used in constructing the development*
- 4. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing*
- 5. Wheel washing facilities*
- 6. Measures to control the emission of dust and dirt during construction*
- 7. A scheme for recycling/disposing of waste resulting from demolition and construction works*
- 8. The preferred haul route to and from the site by heavy goods vehicles being via the section of the Dean's Copse Road to the east of the site access hereby approved, Burghfield Road, and the A4 where reasonably possible.*

Reason: *To safeguard the amenity of adjoining land uses and occupiers and in the interests of highway safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS5 and CS13 of the West Berkshire Core Strategy (2006-2026), Policy TRANS 1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).*

This condition is additional to those which were recommended to be imposed on the original committee report:

Sheeting of waste

All vehicles exiting the site hereby permitted for the purposes of transporting processed and unprocessed waste, shall ensure that all processed and unprocessed waste is netted, sheeted, or placed within containerised vehicles.

Reason: *This condition is imposed in accordance with the National Planning Policy Framework, the National Planning Policy for Waste, policy TRANS.1 of the West Berkshire District Local Plan and policy CS13 of the West Berkshire Core Strategy 2006-2026.*

This condition is additional to those which were recommended to be imposed on the original committee report:

Travel Plan

Within 6 months of the date of occupation of the first of the buildings hereby approved, a travel plan for the site shall be submitted to and approved in writing by the Local Planning Authority. The travel plan shall follow the principles set out in the travel plan submitted alongside planning application 17/02241/MINMAJ including (without limitation) timescales for achieving milestones and for regular reviews of the travel plan and be implemented in accordance with the agreed timescales, including regular reviews of its measure in the context of reducing the need to travel by means of the private car.

Reason: *To ensure the development reduces reliance on private motor vehicles and manages its associated freight movements. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007), Supplementary Planning Document Quality Design (June 2006), and Policies LTP SC1 and LTP K12 of the Local Transport Plan for West Berkshire 2011-2026.*

2. Transport planning comments subsequently received

The Travel Plan is a comprehensive and well-written document which seeks to influence the small number of journeys that would arise as a result of the proposal. However despite this low number, the commitment to produce the Travel Plan and to deliver the measures and initiatives therein is welcomed.

There are a few minor points that I consider would need to be addressed;

Paragraph 2.5.1

Kittons Farm Road should read as Kirtons Farm Road

Section 3.3 – West Berkshire Freight Strategy

The document referred to in this section relates the Freight Strategy that was developed as part of the previous LTP. It should be noted that this document has since been superseded by a new Freight Strategy adopted in 2014 (see <http://info.westberks.gov.uk/CHttpHandler.ashx?id=38774&p=0>).

Paragraph 5.3.3

Table 5.1, Summary of local bus services from Theale is now out of date as services 104 & 105 are no longer in operation. This would need to be refreshed according to reflect current bus services as outlined in the current version of the Council's Travel Guide (see <http://info.westberks.gov.uk/CHttpHandler.ashx?id=35916&p=0>).

Paragraph 10.1.2

The Action List and Implementation Programme shown in Table 10.1 contains Target Dates that are based on assumptions that the planning application would have been approved in August/September 2017, which has not been the case. The dates outlined in both paragraph 10.1.2 & Table 10.1 will need to be updated to reflect the current timetable for seeking planning consent.

The approval of the amended Travel Plan and its delivery can be secured by means of a condition.

3. Haulage route

During the committee site visit Members queried whether the haul route had been considered as part of the assessment of the application. The Transport Assessment and Environmental Statement considered this and this was in turn assessed by WBC Highways and Traffic. The preferred route is described as following the A4 (Bath Road) in an easterly direction from junction 12 of the M4 to the junction with Burghfield Road. At this junction the vehicles would turn right and head south on Burghfield Road, over the M4 Motorway, and then turn right heading west on Dean's Copse Road before accessing the site by turning right. This would be the primary route used for the construction and operational phases of the development. It is also acknowledged that vehicles accessing junction 11 of the M4 would use Amners Farm Road, and Pingewood Road South.

As a point of clarity figure 5.1 in the Transport Assessment and figure 3 of the Environmental Statement wrongly show the haul route accessing the site from Burghfield Road onto Theale Road / Hose Hill, then onto Dean's Copse Road. Regarding routing, conditions have been recommended in relation to a 'Haulage and access scheme' and a 'Construction Method Statement', however the wording of these has been slightly amended as above.

4. Dimensions of existing building to the west of the site

During the committee site visit Members queried the dimensions of the existing building associated with the permanent waste facility (outside of the planning permission boundary) adjacent to the west in order to provide context. For clarity the dimensions of the building as per the approved plans are:

54m (l) x 42m (w) x 11m (eaves) / 14.4 (ridge).

As described in the committee report the dimensions of Units 1, 2 and 3 are:

Unit 1 - 48m (l) X 42m (w) X 11m (to eaves) / 14.3m (to ridge);

Unit 2 - 36m (l) X 36m (w); X 9m (to eaves) / 11.2m (ridge); and

Unit 3 - 30m (l) X 24m (w); X 9m (to eaves) / 11.2m (ridge).

5. Working hours of the site

During the committee site visit Members queried what the working hours of the site would be. These are controlled by proposed condition 3 'Hours of working'

6. Restoration requirements on site

During the committee site visit Members queried whether any restoration requirements that applied to the application site had been complied with. As described in the committee report the application site is within the former Theale Quarry plant site. According to the file the plant site was operational until June 2007, operating in line with planning permission reference 07/00349/FULMAJ (most recent consent). This planning permission required the restoration of the site to an amenity and nature conservation afteruse, however there was no detailed restoration plan for this part of the site. A further application (ref 10/02292/MINMAJ) was submitted in September 2010 for the re-instatement of the wider plant site to a nature conservation after-use. This also encompassed the area to the north/east of the application site. This application was ultimately withdrawn following the granting of permission (ref 13/01928/MINMAJ) for the existing waste facility to the north/west of the site in early 2014. Therefore, as it stands there is no detailed restoration scheme for the application area, although in principle it should be restored to an amenity and nature conservation afteruse. This should obviously be considered in the context of the site being a Preferred Area for waste management in the Waste Local Plan for Berkshire.

7. Noise impact of the proposed development

During the committee site visit Members queried the noise impact of the development. A noise assessment was undertaken which considered existing noise sources as well as the potential noise from the proposed development. This is addressed in section 6.5 of the committee report and the assessments indicate that predicted noise levels from plant would result in noise that would be below background levels at the nearest residential properties.

8. External Lighting

During the committee site visit a member of the public queried the proposals for external lighting. This is controlled by proposed condition 4 'Details of external lighting'.

9. Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations)

Regulation 29 relates to 'information to accompany decisions'

Regulation 29 (2)(b)(i)(aa)

The development was Screened and Scoped in line with the EIA Regulations and the topic areas to be included in the Environmental Statement were 'Traffic and Transport' and 'Cumulative impacts' in terms of traffic and transport.

The *IEMA Guidelines for the Environmental Assessment of Road Traffic (1993)* (the IEMA Guidelines) state that highway links should be separately assessed where the increase in traffic flows exceed 30% or HGV numbers also 30%. It is anticipated that the development would increase all traffic flows by 4% and HGV flows by 15%. Consequently, it is apparent that on both counts (all traffic and HGVs) that the thresholds have not been exceeded, indeed the proposed trip generation is only half way towards meeting the threshold for HGVs and well below that for all vehicle types. The IEMA guidelines refer to specifically sensitive areas (SSA) and an associated 10% threshold. It is not considered that Dean's Copse Road or its immediate surroundings constitute a specifically sensitive area.

Considering the development in the context of the IEMA Guidelines, and the submitted Environmental Statement, it is not considered that the development will result in significant impacts in terms of the EIA Regulations.

The requirements of Regulations 29 (2)(b)(i)(bb), 29 (2)(b)(i)(cc), and 29 (2)(b)(i)(dd) are not relevant as it is not considered that the development will result in significant impacts in terms of the EIA Regulations.