

Notice of Meeting



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Eastern Area Planning Committee

Wednesday 23 May 2018 at 5.30pm

in the Calcot Centre, Highview (off Royal Avenue), Calcot

Members Interests

Note: If you consider you may have an interest in any Planning Application included on this agenda then please seek early advice from the appropriate officers.

Date of despatch of Agenda: Tuesday 15 May 2018

FURTHER INFORMATION FOR MEMBERS OF THE PUBLIC

Note: The Council broadcasts some of its meetings on the internet, known as webcasting. If this meeting is webcast, please note that any speakers addressing this meeting could be filmed. If you are speaking at a meeting and do not wish to be filmed, please notify the Chairman before the meeting takes place. Please note however that you will be audio-recorded. Those taking part in Public Speaking are reminded that speakers in each representation category are grouped and each group will have a maximum of 5 minutes to present its case.

Plans relating to the Planning Applications to be considered at the meeting can be viewed in the Calcot Centre between 4.30pm and 5.30pm on the day of the meeting.

No new information may be produced to Committee on the night (this does not prevent applicants or objectors raising new points verbally). If objectors or applicants wish to introduce new additional material they must provide such material to planning officers at least 5 clear working days before the meeting (in line with the Local Authorities (Access to Meetings and Documents) (Period of Notice) (England) Order 2002).

For further information about this Agenda, or to inspect any background documents referred to in Part I reports, please contact the Planning Team on (01635) 519148

Email: planapps@westberks.gov.uk

Further information, Planning Applications and Minutes are also available on the Council's website at www.westberks.gov.uk



Agenda - Eastern Area Planning Committee to be held on Wednesday, 23 May 2018
(continued)

Any queries relating to the Committee should be directed to Stephen Chard on (01635) 519462
Email: stephen.chard@westberks.gov.uk

Agenda - Eastern Area Planning Committee to be held on Wednesday, 23 May 2018
(continued)

To: Councillors Peter Argyle, Pamela Bale, Graham Bridgman, Keith Chopping, Richard Crumly, Marigold Jaques, Alan Law (Vice-Chairman), Alan Macro, Tim Metcalfe, Graham Pask (Chairman), Richard Somner and Emma Webster

Substitutes: Councillors Rob Denton-Powell, Lee Dillon, Sheila Ellison, Tony Linden, Mollie Lock and Quentin Webb

Agenda

Part I

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1. **Apologies**
To receive apologies for inability to attend the meeting.
2. **Minutes** 7 - 30
To approve as a correct record the Minutes of the meetings of this Committee held on 2 May 2018 and 8 May 2018.
3. **Declarations of Interest**
To remind Members of the need to record the existence and nature of any personal, disclosable pecuniary or other registrable interests in items on the agenda, in accordance with the Members' [Code of Conduct](#).
4. **Schedule of Planning Applications**
(Note: The Chairman, with the consent of the Committee, reserves the right to alter the order of business on this agenda based on public interest and participation in individual applications.)
 - (1) **Application No. & Parish: 17/01683/MINMAJ - Veolia Environmental Services, Padworth IWMF, Padworth Lane, Lower Padworth** 31 - 110
Proposal: S73: Variation of condition 7 'Hours of operation (HWRC)' of previously approved application 14/01111/MINMAJ. Section 73A: Variation of Condition 16 - Travel Plan, of planning permission reference 13/01546/MINMAJ.
Location: Veolia Environmental Services, Padworth IWMF, Padworth Lane, Lower Padworth
Applicant: Veolia ES (West Berkshire) Ltd
Recommendation: To **DELEGATE** to the Head of Development & Planning to **GRANT PLANNING PERMISSION** for the reasons outlined in Section 7.2 of the report.



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(continued)

- (2) **Application No. & Parish: 17/01684/MINMAJ - Veolia Environmental Services, Padworth IWMF, Padworth Lane, Lower Padworth** 111 - 182
- Proposal:** Change of use to amend the approved details to enable the receipt of non-recyclable waste at the Household Waste Recycling Facility.
- Location:** Veolia Environmental Services, Padworth IWMF, Padworth Lane, Lower Padworth
- Applicant:** Veolia ES (West Berkshire) Ltd
- Recommendation:** To **DELEGATE** to the Head of Development & Planning to **GRANT PLANNING PERMISSION** for the reasons outlined in Section 7.2 of the report.
- (3) **Application No. & Parish: 17/03411/OUTMAJ - Land north of Stretton Close, Bradfield Southend** 183 - 216
- Proposal:** Outline application for the proposed erection of 11 no. new dwellings; layout, means of access and scale to be considered.
- Location:** Land North Of Stretton Close, Bradfield Southend, Reading, Berkshire
- Applicant:** Westbuild Homes
- Recommendation:** To **DELEGATE** to the Head of Development & Planning to **GRANT PLANNING PERMISSION** subject to conditions and the completion of a Section 106 agreement.
- OR
- If the legal agreement is not completed by the 23 July 2018, to **DELEGATE** to the Head of Planning & Countryside to **REFUSE PLANNING PERMISSION**.
- (4) **Application No. & Parish: 18/00332/FULD - Pamber Green, Blandys Lane, Upper Basildon** 217 - 234
- Proposal:** Replacement house type for previously approved plot 1 under application 17/02446/FULD.
- Location:** Pamber Green, Blandys Lane, Upper Basildon, Reading, Berkshire RG8 8PG
- Applicant:** Bellmore Homes
- Recommendation:** To **DELEGATE** to the Head of Development and Planning to **GRANT PLANNING PERMISSION** subject to the conditions set out in Section 8.1 of the report.



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(continued)

- (5) **Application No. & Parish: 18/00415/FULD - Home Farm, Purley Village, Purley On Thames** 235 - 246
- Proposal:** Demolition of existing bungalow and double car port, erection of replacement house with triple car port and storage. New roof and cladding to existing outbuilding.
- Location:** Home Farm, Purley Village, Purley On Thames, Reading, Berkshire
- Applicant:** Mr and Mrs Timothy Metcalfe
- Recommendation:** To **DELEGATE** to the Head of Development & Planning to **GRANT PLANNING PERMISSION** subject to the conditions set out in section 8.1 of this report.

Items for Information

5. **Appeal Decisions relating to Eastern Area Planning** 247 - 248
Purpose: To inform Members of the results of recent appeal decisions relating to the Eastern Area Planning Committee.

Background Papers

- (a) The West Berkshire Core Strategy 2006-2026.
- (b) The West Berkshire District Local Plan (Saved Policies September 2007), the Replacement Minerals Local Plan for Berkshire, the Waste Local Plan for Berkshire and relevant Supplementary Planning Guidance and Documents.
- (c) Any previous planning applications for the site, together with correspondence and report(s) on those applications.
- (d) The case file for the current application comprising plans, application forms, correspondence and case officer's notes.
- (e) The Human Rights Act.

Andy Day
Head of Strategic Support

If you require this information in a different format or translation, please contact Moira Fraser on telephone (01635) 519045.

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DRAFT

Note: These Minutes will remain DRAFT until approved at the next meeting of the Committee

EASTERN AREA PLANNING COMMITTEE

MINUTES OF THE MEETING HELD ON WEDNESDAY, 2 MAY 2018

Councillors Present: Peter Argyle, Pamela Bale, Richard Crumly, Lee Dillon (Substitute) (In place of Alan Macro), Marigold Jaques, Tim Metcalfe, Graham Pask (Chairman), Richard Somner and Quentin Webb (Substitute) (In place of Graham Bridgman)

Also Present: Jessica Bailiss (Policy Officer (Executive Support)), Gareth Dowding (Senior Engineer), Bob Dray (Principal Planning Officer) and David Pearson (Development Control Team Leader)

Apologies for inability to attend the meeting: Councillor Graham Bridgman, Councillor Alan Law, Councillor Alan Macro and Councillor Emma Webster

PART I

61. Minutes

The Minutes of the meeting held on 11th April 2018 were approved as a true and correct record and signed by the Chairman.

62. Declarations of Interest

Councillor Quentin Webb declared an interest in Agenda Item 4(1), but reported that, as his interest was a personal or an other registrable interest, but not a disclosable pecuniary interest, he determined to remain to take part in the debate and vote on the matter.

63. Schedule of Planning Applications

(1) Application No. & Parish:17/03290/OUTMAJ - Land at The Old Farmhouse, Newbury Road, Hermitage, Thatcham

(During the discussion for Agenda Item 4(1) Councillor Quentin Webb declared a personal interest by virtue of the fact that he lived near to the roundabout being discussed. As his interest was personal and not prejudicial or a disclosable pecuniary interest, he determined to remain to take part in the debate and vote on the matter.)

The Committee considered a report (Agenda Item 4(1)) concerning Planning Application 17/03290/OUTMAJ in respect of an outline application for demolition of farmyard buildings, retention of The Old Farmhouse and the erection of up to 21 new dwellings, improved vehicular access off Newbury Road, car parking, public open space and landscaping.

In accordance with the Council's Constitution, Ms Ruth Cottingham, Parish Council representative, Mr Mike Belcher, adjacent Parish Council representative and Mr Nick Roberts/Mr Lance Flannigan, applicant/agent, addressed the Committee on this application.

Ms Cottingham in addressing the Committee raised the following points:

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- The Parish Council had not objected to the application as it welcomed the pedestrian and cycle access from Lipscomb Close to Station Road.
- Holy Trinity Church was opposite Lipsomb Close and did not have a car park. This caused visitors to the Church to use Lipsomb Close for parking.
- If an access to Lipsomb Close was provided as part of the development, there was concern that Lipsomb Close would become a rat run.
- Any access to the site would have an impact upon the B4009. The roundabout that linked Priors Court Road to Station Road was particularly dangerous.
- There were regularly near misses between vehicles using the roundabout. Councillor Cottingham was aware through social media that an accident had occurred on the roundabout that morning at 9.30am.
- The Parish Council had written to West Berkshire Council (WBC) expressing that they would like to take on the responsibility for more open spaces.
- The applicant had plans for the open space and ecological mitigation area, which did not involve handing it over to WBC.

Councillor Richard Crumly noted that Ms Cottingham had referred to the roundabout at the end of Priors Court Road as dangerous and asked for clarification on her reasons. Ms Cottingham stated that the roundabout was merely a dot in the middle of a crossroad and she hoped that if the development was granted permission that some Community Infrastructure Levy (CIL) money could be allocated to improving the roundabout. Councillor Crumly asked what improvements the Parish Council would like to see, for example lighting. Ms Cottingham reported that the roundabout was already lit however, it needed to be bigger, which she was aware would be difficult. She believed that pavements had been introduced into the village in 1968 and as a result the property at the north west of the village had lost some of its garden. The verge on the north west corner was the problem. There was also a Service Station, which belonged to a separate landowner.

Mr Belcher in addressing the Committee raised the following points:

- He had only just become aware that the plans had been changed in terms of the land available.
- Chieveley Parish Council had originally objected to the proposal for 22 houses as it had conflicted with policy HSA DPD25, which was set after the proposal had been put forward.
- Chieveley Parish Council was responsible for the areas of Curridge, Oar and Chieveley, which covered the south west quadrant of the roundabout in question. This section of road was already a huge concern to Chieveley Parish Council and traffic impacted upon the B4009.
- If there were traffic problems around the roundabout then the traffic impacts were also felt in Compton because satnav redirected that way. If there was an issue on the A34, traffic was automatically directed onto the B4009. Oar, which had particularly narrow roads was often used as a rat run to the A34.
- On 2nd March 2018, Chieveley Parish Council had requested an integrated traffic plan be formed for the area. On 11th April the Parish Council had been informed that developers did not have to form a traffic plan and as a result the Parish Council had subsequently requested that the traffic plan be formulated for the B4009.

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Councillor Pamela Bale asked Mr Belcher if he had seen the Highways report provided with the application. Mr Belcher reported that he had not, but as far as he was aware the report stated that there were no highway issues and in his opinion this was incorrect. The report only considered the site access and not the impact the development would have on the roundabout. Residents pulling out from the site would cause a hazard. In peak times traffic often backed up to the Old Farm House.

Councillor Quentin Webb asked Mr Belcher if he had ever visited the website to see if a survey had been carried out on the roundabout and Mr Belcher reported that he had not.

Mr Nick Robert (applicant) and Mr Lance Flannigan (agent) in addressing the Committee raised the following points:

- A variety of concerns had been raised and all had been addressed within the Planning Officer's report.
- The Planning Officer's report recognised that the development was of high quality design and any conflict with HSA DPD25 was outweighed by the clear planning benefits that would be provided if the development was granted permission.
- Taking all evidence into account there was no reason to refuse the application.
- The proposed access onto Newbury Road would provide visibility splays that were in line with guidance provided by the Highways Authority.
- The site would be sufficient to cater for 22 dwellings. The cumulative impact on traffic of the proposed site and the adjacent site was one extra vehicle every four to five minutes. A model development on the roundabout had shown that it would cope with this increase in traffic.
- There had not been an accident at the site access in the last five years.
- The development would provide two thirds of cycle links in the area, which would help cyclists to avoid the roundabout. A new pedestrian crossing would also be provided.
- Both Parish Council's had mentioned the cumulative impact of the proposal on future development however, this did not provide a reason to refuse the application. Only committed development could be considered with regards to cumulative impact. The only committed development was the application for 15 dwellings on the adjacent site.
- The applicant had gone to great lengths to take the needs of the community into account and this was evidenced in the lack of objection by Hermitage Parish Council.

Councillor Tim Metcalfe referred to the mentioned pedestrian crossing as he could not recall Members being made aware of this. Mr Flannigan stated that as part of the development, dropped kerbs would be implemented in a number of locations. The applicant had agreed this with Officers to ensure safe crossings for pedestrians to the north of the site.

Councillor Crumly had noted concerns regarding the impact on the Newbury Road and asked if Mr Flannigan had any comments on this. Mr Flannigan had observed that according to all evidence there was not a safety issue including in peak hours however, he did understand the concerns of the community. He felt that concerns could maybe addressed in the context of the Local Plan.

(At this point Councillor Quentin Webb declared a personal interest in Agenda Item 4(1) by virtue of the fact that he lived near to the roundabout in question. As his interest was

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personal and not prejudicial or a disclosable pecuniary interest, he determined to remain to take part in the debate and vote on the matter.)

Councillor Quentin Webb, in addressing the Committee as Ward Member, raised the following points:

- Planning Officers and the applicant/agent had worked exceptionally well together.
- The development complied with guidance on the number of dwellings per hectare and he considered the proposal to be of good quality.
- The space between houses would be favourable with residents.
- Sight lines and access issues had been addressed.
- Councillor Webb was concerned about the Station Road/Priors Court Road roundabout and it was important to consider if anything could be done to improve the situation.
- Councillor Webb welcomed the pedestrian/cycle access to Lipscomb Close without vehicular access; the pedestrian and cycle ways and the landscaping that was included as part of the application and he hoped developers in the future followed suit.
- Councillor Webb expressed his support for the application.

The Chairman, as joint Ward Member reported that he had nothing to add to the points made by Councillor Webb. The Chairman asked if Members had any questions for Officers and Councillor Metcalfe referred to his comment about crossings and asked for clarification from the Highways Officer.

Gareth Dowding confirmed that the crossing in question was an uncontrolled crossing by Fir Tree Close. Bob Dray reported that detail on the crossing was included under section 6.9.5 of the committee report and condition number 34 ensured the crossing would be provided.

Councillor Metcalfe stated that he thought a 'Close' was a dead end and therefore questioned the need for a crossing. Mr Dray reported that the crossing being referred to was a dropped kerb and another dropped kerb would be placed to help pedestrians cross the Newbury Road. The Chairman reminded Members that the crossings being referred to were not controlled like a zebra crossing.

The Chairman invited Members to move onto the debate stage of the item. Councillor Webb stated that he was happy to propose that Members agree with the Officers recommendation as set out in the report, to grant planning permission. Councillor Crumly seconded this proposal.

Councillor Metcalfe felt that it was important to draw reference to the point that the Newbury Road, which cut through the village was not particularly safe. Vans were often parked along the road, which made it particularly difficult to pass safely. Councillor Metcalfe felt that the particular section of road in question required careful consideration.

Councillor Bale noted that the report referred to traffic volume rather than safety. The Chairman asked Officers for clarification on whether CIL money could be used to help address safety concerns. Mr Dray reported that CIL money was governed by a separate body within the Council, and that Members could pursue this matter.. Gareth Dowding stated that if this was something Members wanted investigated then it could be recommended for discussion with the Highways Authority. However, he advised that when the road was developed, the mini roundabout was the best that could be

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implemented at the time. A number of options had been looked into over the past five years.

Councillor Marigold Jaques commented that each application should be judged on its merits and the application under consideration seemed sound. Most concerns related to through traffic and it would be unfair to prejudice against the application due to a wider issue that needed investigating.

The Chairman invited Members to vote on the proposal by Councillor Webb and seconded by Councillor Crumly. At the vote the motion was carried.

RESOLVED that the Head of Development and Planning be authorised to grant planning permission subject to the following conditions:

Conditions

1. Reserved matters

Details of the appearance, landscaping, layout and scale (hereinafter called “the reserved matters”) shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Approval of reserved matters

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Reserved matters time limit

The development to which this permission relates shall be begun before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the approved matters to be approved, whichever is the later.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

4. Approved plans

The development hereby permitted shall be carried out in accordance with the following approved plans;

- Site Location Plan 16027/S201 Rev B
- Parameters Plan 16027/SK202 Rev E
- Site Access Boundary Wall 16027/SK205 Rev A
- Site Access Plan JNY8620 - 17D
- Site Survey 16027/SS.01 Rev B

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

5. Advance planting of landscape buffer

All planting within the landscape buffer (as defined by the Parameter Plan) shall be completed no less than six months in advance of any development taking place on

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the application site. Detailed planting plans, schedules and specifications shall accompany the landscaping reserved matters application. These details shall ensure a depth of no less than 4.5 metres of the landscape buffer is planted as woodland edge and hedgerow; and include large native trees and woodland edge mix and include oak and wild cherry.

Reason: To ensure that all planting in the landscape buffer has had time to establish prior to construction, and therefore provides a good level of screening immediately from commencement of development. Advanced planting is necessary given the high sensitivity of the surrounding AONB open countryside. This condition is applied in accordance with the NPPF, Policies ADPP5, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and the Quality Design SPD.

6. Layout and design standards

The detailed layout of the site shall comply with the Local Planning Authority's standards in respect of road and footpath design and vehicle parking and turning provision. The road and footpath design shall be to a standard that is adoptable as public highway. This condition shall apply notwithstanding any indications to these matters which have been given in the current application.

Reason: In the interest of providing adoptable infrastructure, road safety and flow of traffic. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocations DPD (2006-2026), and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

7. Environmental Management Plan

No development shall take place until a detailed Environmental Management Plan (EMP) has been submitted to and approved in writing by the Local Planning Authority. The EMP shall:

- (a) Apply to all land within the red line application site, and the full extent of the Landscape Buffer (as defined by the Parameter Plan).
- (b) Be based on and informed by the Ecological Assessment prepared by Ecosa (Reference 2752-2.F2, Final Revision 2, dated 01/11/2017) (therein referred to as an Ecological Management Plan), and deliver the recommendations of this Assessment to ensure the appropriate protection and conservation of protected habitats and species.
- (c) Include (but not necessarily be limited to) details of management, maintenance and long-term protection of the hard and soft landscaping, public open space, and ecological mitigation area.
- (d) May incorporate any/all mitigation measures secured by other planning conditions attached to this permission.

The approved EMP shall be implemented in full upon commencement of development.

Reason: The EMP is necessary to ensure the adequate protection and conservation of protected species and habitats on the site, and to achieve the

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specific recommendations of the submitted Ecological Assessment. A comprehensive EMP will also ensure that interrelated landscape and ecological proposals are delivered and management in a holistic manner. Detailed provisions for implementation are contained with the s106 legal agreement. The detailed EMP is required before commencement of development because insufficiently detailed information has been submitted at the application stage, and it may include measures that require implementation during the construction phase. This condition is applied in accordance with the NPPF, Policies CS14, CS17, CS18 and CS19 of the West Berkshire Core Strategy (2006-2026), and the Planning Obligations SPD.

8. Updated Ecological Appraisal

No development shall take place until an updated Ecological Appraisal has been submitted to and approved in writing by the Local Planning Authority, together with any additional surveys recommended by the updated Ecological Appraisal. The updated surveys shall be used to inform the mitigation measures for this development.

Reason: The submitted Ecological Assessment advises that, if works have not commenced by July 2018, the ecological appraisal should be updated. This is because many of the species considered during the current survey are highly mobile and the ecology of the site is likely to change over this period. This condition is applied in accordance with the statutory provisions relating to the protected species and habitats on the site, the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

9. Natural England licence (bats and great crested newts)

Any works which affect bats or great crested newts, or result in loss or deterioration of their habitats (including the demolition of the existing farmyard buildings) shall not in any circumstances commence unless the Local Planning Authority has been provided with either:

- (a) A licence issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 authorising the specified activities to go ahead; or
- (b) A statement in writing from Natural England to the effect that it does not consider that the specified activity will require a licence.

Reason: This condition is applied to avoid contravention of the Conservation of Habitats and Species Regulations 2010 (as amended), and in accordance with the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

10. Bat mitigation scheme

No development (including demolition) shall take place until a bat mitigation scheme has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing, suitable mitigation shall include (but not necessarily be limited to) sensitive demolition methods and timings, the provision of long-term replacement roosts and bat boxes, a sensitive lighting scheme, construction of a dedicated roost void, and inclusion of new roost features

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such as bat access tiles and bat boxes incorporated into the development. The scheme shall include details of implementation timings. Thereafter, the development shall not take place except in accordance with the approved mitigation scheme.

Reason: To ensure the implementation of appropriate mitigation for bats, in line with the recommendations of the submitted Ecological Assessment. The approval of this information is required before development commences because insufficient information accompanies the outline application and mitigation measures need to be in place before commencement. This condition is applied in accordance with the statutory provisions relating to bats, the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

11. Reptile translocation

No development shall take place until details of a reptile translocation exercise have been submitted to and approved in writing by the Local Planning Authority. The reptile populations shall be translocated to the Ecological Mitigation Area, as defined by the approved Parameter Plan. The submission shall include details of implementation timings. Thereafter, the development shall not take place without the reptile translocation exercise taking place in accordance with the approved scheme.

Reason: To ensure the implementation of a reptile translocation exercise, in line with the recommendations of the submitted Ecological Assessment. The approval of this information is required before development commences because insufficient information accompanies the outline application and the reptile translocation needs to take place before any development takes place. This condition is applied in accordance with the statutory provisions relating to reptiles, the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

12. Great crested newt mitigation scheme

No development shall take place until a great crested newt mitigation scheme has been submitted to and approved in writing by the Local Planning Authority. The mitigation scheme shall include (but not necessarily limited to) translocation of the areas of suitable terrestrial habitat, and translocation of the species, to the Ecological Mitigation Area, as defined by the approved Parameter Plan. The submission shall include details of implementation timings. Thereafter, the development shall not take place except in accordance with the approved scheme.

Reason: To ensure the implementation of appropriate mitigation for great crested newts, including a translocation exercise, in line with the recommendations of the submitted Ecological Assessment. The approval of this information is required before development commences because insufficient information accompanies the outline application and mitigation will be required before any development takes place. This condition is applied in accordance with the statutory provisions relating to great crested newts, the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

13. Sustainable drainage measures

Alongside or before the first reserved matters application, details of sustainable drainage measures to manage surface water shall be submitted to the Local Planning Authority for approval. These details shall:

- (a) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the Non-Statutory Technical Standards for SuDS (March 2015), the SuDS Manual C753 (2015) and West Berkshire Council local standards;
- (b) Include and be informed by a ground investigation survey which establishes the soil characteristics, infiltration rate and groundwater levels. Any soakage testing should be undertaken in accordance with BRE365 methodology;
- (c) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site;
- (d) Include run-off calculations, discharge rates, infiltration and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +40% for climate change;
- (e) Include pre-treatment methods to prevent any pollution or silt entering SuDS features or causing any contamination to the soil or groundwater;
- (f) Ensure any permeable paved areas are designed and constructed in accordance with manufacturers guidelines;
- (g) Ensure any permeable areas are constructed on a permeable sub-base material such as Type 3 or reduced fines Type 1 material as appropriate;
- (h) Include details of how the SuDS measures will be maintained and managed after completion. These details shall be provided as part of a handover pack for subsequent purchasers and owners of the property/premises.

No development shall take place until the above details have been approved in writing by the Local Planning Authority, and thereafter the development shall not be undertaken without incorporating the approved measures.

Reason: To ensure that surface water will be managed in a sustainable manner; to prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be, and is carried out in an appropriate and efficient manner. This condition is applied in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), and Part 4 of Supplementary Planning Document Quality Design (June 2006). A pre-condition is necessary because insufficient detailed information accompanies this outline application; sustainable drainage measures may require work to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place.

14. Hydraulic modelling and flooding mitigation strategy

No development shall take place until a mitigation strategy to ensure that the proposed dwellings are protected from flooding up to the 1 in 100 year (including climate change) flood event has been submitted to and approved in writing by the Local Planning Authority. The mitigation strategy shall be informed by a detailed

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hydraulic model, details of which shall accompany the above submission. No development shall take place without incorporating the approved mitigation strategy, and any ongoing management or maintenance shall be undertaken as approved thereafter.

Reason: To prevent the increased risk of flooding. This condition is applied in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), and Part 4 of Supplementary Planning Document Quality Design (June 2006). A pre-condition is necessary because insufficient detailed information accompanies this outline application; mitigation measures may require work to be undertaken throughout the construction phase and so it is necessary to approve these details before any development takes place.

15. Emergency water supplies

No dwelling shall be first occupied until either:

- (a) Private fire hydrant(s), or other suitable emergency water supplies, have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority (in consultation with Royal Berkshire Fire and Rescue Service); or
- (b) Royal Berkshire Fire and Rescue Service confirm that such provision is not required (for example, because the main water supply for the development is sufficient) and confirmation of the same has been given in writing by the Local Planning Authority pursuant to this condition.

Reason: At present there are no available public mains in this area to provide suitable water supply in order to effectively fight a fire. Suitable private fire hydrant(s), or other suitable emergency water supplies, are therefore required to meeting Royal Berkshire Fire and Rescue Service requirements, in the interests of public safety. The approval of this information is required before development commences because insufficient information accompanies the outline application and it will affect the servicing of the development. This condition is applied in accordance with the National Planning Policy Framework.

16. Access details

No development shall take place until detailed plans of the pedestrian and cycle accesses onto Lipscomb Close and to the adjacent housing site HER001 have been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority, the details shall provide for a three metre wide footway/cycleway in both locations. The footways/cycleways shall be provided before first occupation of the 15th dwelling in accordance with the approved details.

Reason: Access is not a reserved matter, but insufficiently detailed information has been provided for these pedestrian and cycles accesses. Detailed access designs are required to ensure safe and suitable access for pedestrians at these points. This condition is applied in accordance with the NPPF, Policies CS13 and CS14 of the West Berkshire Core Strategy, and the Quality Design SPD (design guidance on safe and high quality environments).

17. Parking and turning

No development shall take place until details of vehicle access, parking, and turning spaces for every dwelling have been submitted to and approved in writing by the Local Planning Authority. Thereafter, no dwelling hereby permitted shall be occupied until the vehicle access, parking, and turning spaces associated to that dwelling have been surfaced, marked out and provided in accordance with the approved details. The access, parking, and turning spaces shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) at all times.

Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. The approval of this information is required before development commences because insufficient information accompanies the outline application and parking provision may affect the overall layout of the development. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocations DPD (2006-2026), and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

18. External lighting

No development shall take place until a lighting strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- (a) Identify those areas on the site that are particularly sensitive for bats and that are likely to cause disturbance;
- (b) Show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or the above species;
- (c) Include and isolux diagram of the proposed lighting;
- (d) Ensure all lighting levels are designed within the limitations of Environmental Lighting Zone 1, as described by the Institute of Lighting Engineers.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy and these shall be maintained thereafter in accordance with the strategy.

Reason: Firstly, to ensure the conservation and enhancement of the biodiversity assets of the site, including the protection of species and habitats. Secondly, to conserve the dark night skies characteristics of the North Wessex Downs AONB. The approval of this information is required before development commences because insufficient information accompanies the outline application. This condition is applied in accordance with the National Planning Policy Framework, the North Wessex Downs AONB Management Plan 2014-19, and Policies ADPP5, CS14, CS17 and CS19 of the West Berkshire Core Strategy (2006-2026).

19. Archaeological building recording

No development, demolition or other site works shall take place until a written scheme of investigation for a programme of building recording has been submitted

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to and approved in writing by the Local Planning Authority. Thereafter, the development shall not take place unless the programme of building recording is undertaken and/or incorporated in accordance with the approved details.

Reason: To ensure that an adequate record is made of these buildings of architectural, historical or archaeological interest. The approval of this information is required before development commences because insufficient information accompanies the outline application and building recording will need to take place prior to demolition. This condition is applied in accordance with the NPPF, and Policy CS19 of the West Berkshire Core Strategy (2006-2026).

20. Archaeological work

No development, demolition or other site works shall take place until a written scheme of investigation for a programme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not take place unless the programme of archaeological work is undertaken and/or incorporated in accordance with the approved details.

Reason: To ensure that any significant archaeological remains are found and adequately recorded. The approval of this information is required before development commences because insufficient information accompanies the outline application and archaeological work will need to take place before development. This condition is applied in accordance with the NPPF, and Policy CS19 of the West Berkshire Core Strategy (2006-2026).

21. Hazardous materials

No development (including demolition) shall take place until an assessment has been carried out to determine whether any harmful materials (including asbestos) are present, and to determine the steps that will be taken to remove or treat such harmful materials so as to prevent to the contamination of the site. No development shall take place until a scheme of remedial works has been submitted to and approved in writing by the Local Planning Authority. Thereafter, development shall not take place except in accordance with the approved details.

Reason: To prevent any contamination of land, and to ensure that the site is suitable for its new use taking account of ground conditions, including pollution arising from former activities. The approval of this information is required before development commences because insufficient information accompanies the outline application and remediation may be required as part of development operations. This condition is applied in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

22. 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 statement shall provide for:

- (a) Parking of vehicles of site operatives and visitors;
- (b) Loading and unloading of plant and materials;

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- (c) Storage of plant and materials used in constructing the development;
- (d) Erection and maintenance of security hoarding including decorative displays and facilities for public viewing;
- (e) Temporary access arrangements to the site, and any temporary hard-standing;
- (f) Wheel washing facilities;
- (g) Measures to control the emission of dust and dirt during construction;

Thereafter the demolition and construction works shall incorporate and be undertaken in accordance with the approved statement.

Reason: To safeguard the amenity of adjoining land uses and occupiers, and in the interests of highway safety. The approval of this information is required at this stage because insufficient information has been submitted with the application. The approval of this information is required before development commences because insufficient information accompanies the outline application and the CMS must be in place before demolition/construction operations commence. This condition is applied in accordance with the National Planning Policy Framework, Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), and Policies OVS.5, OVS.6 and TRANS.1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

23. Tree protection

No development shall take place until a tree protection scheme has been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The details shall include a plan showing the location of protective fencing, and shall specify the type of protective fencing, all in accordance with BS5837:2012. Notice of commencement of development shall be given to the Local Planning Authority at least 2 working days before any development takes place. The scheme shall be retained and maintained for the full duration of building/engineering operations, or until such time as agreed in writing with the Local Planning Authority. No activities or storage of materials whatsoever shall take place within the protected areas without the prior written agreement of the Local Planning Authority.

Reason: To ensure the protection of the existing trees to be retained during building/engineering operations. The tree protection must be provided before development takes place to ensure that the trees are protected throughout the construction phase. The approval of this information is required before development commences because insufficient information accompanies the outline application and tree protection needs to be in place before demolition and construction take place. This condition is applied in accordance with the National Planning Policy Framework, and Policies CS17 and CS18 of the West Berkshire Core Strategy (2006-2026).

24. Arboricultural method statement

No development shall take place until an arboricultural method statement has been submitted to and approved in writing by the Local Planning Authority. The

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statement shall include details of the implementation, supervision and monitoring of all temporary tree protection and any special construction works within any defined tree protection area.

Reason: To ensure the protection of the existing trees to be retained during building/engineering operations. This condition relates specifically to works that will take place in close proximity to retained trees, and so does not duplicate other tree protection conditions. The approval of this information is required before development commences because insufficient information accompanies the outline application and method statements need to be in place before demolition and construction take place.

This condition is applied in accordance with the National Planning Policy Framework, Policies CS17 and CS18 of the West Berkshire Core Strategy (2006-2026).

25. Hours of work (construction/demolition)

No demolition or construction works shall take place outside the following hours:

7:30am to 6:00pm Mondays to Fridays;

8:30am to 1:00pm Saturdays;

No work shall be carried out at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of adjoining land uses and occupiers. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

26. Vegetation clearance and the bird breeding season

No demolition or vegetation clearance shall take place outside of the bird nesting season (March to August inclusive) unless a suitably qualified ecologist undertakes checks for the presence of breeding birds immediately prior to demolition/clearance, and any active nests shall be left with a suitable buffer until nesting ends.

Reason: To prevent harm to nesting birds from demolition and vegetation clearance. This condition is applied in accordance with the statutory provisions relating to nesting birds, the National Planning Policy Framework, and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

27. Access provision

No dwelling shall be first occupied until the access to Newbury Road has been provided, and the boundary wall constructed, in accordance with the approved plans.

Reason: Firstly, to ensure the new dwellings have safe and suitable access. Secondly, to ensure that the boundary wall is constructed so that the access respects the historic character of the street scene. This condition is applied in accordance with the National Planning Policy Framework, and Policies CS13, CS14, and CS19 of the West Berkshire Core Strategy (2006-2026).

28. Visibility splays

No vehicular access to the highway (Newbury Road) hereby permitted shall be

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brought into use until visibility splays of 2.4 metres by 59 metres have been provided at the new access. The visibility splays shall, thereafter, be kept free of all obstructions to visibility above a height of 0.6 metres above carriageway level.

Reason: In the interests of road safety. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

29. Landscape buffer provision

No dwelling shall be first occupied until the landscape buffer (as defined by the Parameter Plan) has been completed in accordance with the approved details (including the landscaping reserved matters).

Reason: To ensure that the landscape buffer is provided at the appropriate time to mitigate the visual impact of the development on the open AONB countryside. This condition is applied in accordance with the NPPF, Policies ADPP5, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and the Quality Design SPD.

30. Gas protection measures

Unless further monitoring and mitigation measures have been submitted to and approved in writing by the Local Planning Authority to demonstrate that gas protection measures are not required (or alternative mitigation is appropriate), no dwelling shall be occupied until precautionary gas protection measures appropriate to 'characteristic situation 2' have been provided for that dwelling.

Reason: To protect future occupants from the potentially harmful effects of migrating ground gas, with measures as recommended by the submitted Ground Investigation Report. This condition is applied in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

31. Protection from external noise (prior approval)

No dwelling shall be first occupied until external noise mitigation measures have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The details shall be informed by an appropriately detailed investigation to address the noise impacts from the White Horse Public House, and any other noise sources in the area. The details shall include a scheme of works for protecting occupants of the new dwellings from externally generated noise.

Reason: To protect future occupants from the adverse effects of excessive noise levels that may be generated by the adjacent public house and any other noise sources in the area. This condition is applied in accordance with the National Planning Policy Framework, Policy CS14 of the West Berkshire Core Strategy (2006-2026), Policy OVS.6 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007), and Quality Design SPD.

32. Travel information packs (prior approval)

No dwelling shall be first occupied until a scheme for the provision of travel information packs for new residents has been implemented in accordance with

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details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To provide a scheme that seeks to deliver sustainable transport objectives, such as encouraging the use of local public transport and other non-car modes of transport. The provision of travel information packs to new residents is a scheme that is proportionate to the size of the development. This condition is applied in accordance with the NPPF, Policy CS13 of the West Berkshire Core Strategy (2006-2026), and Policies GS1 and P1 of the Housing Site Allocations DPD (2006-2026).

33. Cycle storage (prior approval)

No dwelling shall be occupied until cycle storage has been provided for that dwelling in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To encourage the use of cycles in order to reduce reliance on private motor vehicles. This condition is applied in accordance with the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocations DPD (2006-2026), and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

34. New pedestrian crossings (prior approval)

New dropped kerbing and tactile paving crossings shall be provided before the first occupation of the 15th dwelling in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. Where necessary these details shall ensure that any statutory undertaker's equipment or street furniture located in the position of the footway has been re-sited to provide an unobstructed footway. The new crossings shall be provided in the following location:

- Across Lipscomb Close between numbers 27 and 8 (Fallow Chase);
- Across the B4009 south of the Marlston Road.

Reason: To ensure safe and suitable access to the site for pedestrians from Lipscomb Close, and to ensure adequate and unobstructed provision for pedestrians. This condition is applied in accordance with the NPPF, Policy CS13 of the West Berkshire Core Strategy (2006-2026), and the DfT Manual for Streets.

35. Ground levels and finished floor levels

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

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

36. Spoil

No development shall take place until details of how all spoil arising from the development will be used and/or disposed have been submitted to and approved in writing by the Local Planning Authority. These details shall:

- (a) Show where any spoil to remain on the site will be deposited;
- (b) Show the resultant ground levels for spoil deposited on the site (compared to existing ground levels);
- (c) Include measures to remove all spoil from the site (that is not to be deposited);
- (d) Include timescales for the depositing/removal of spoil.

All spoil arising from the development shall be used and/or disposed of in accordance with the approved details.

Reason: To ensure appropriate disposal of spoil from the development and to ensure that ground levels are not raised in order to protect the character and amenity of the area. These details are required before development commenced because insufficient information accompanies the application, and the agreed details will affect early construction activities. This condition is applied in accordance with the NPPF, Policies ADPP5, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and the Quality Design SPD (June 2006).

INFORMATIVES

1. Proactive actions of the LPA

The Local Planning Authority (LPA) has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application. In particular, the LPA:

- a) Provided the applicant with a case officer as a single point of contact.
- b) Alerted the applicant to issues that were raised during the consideration of the application.
- c) Accepted amended plans to address issues arising during the consideration of the application.
- d) Agreed an extension of time before determining the application to enable negotiations with the applicant.
- e) Entered into protracted considerations/negotiations in order to find a solution to problems with the proposed development, rather than refusing planning permission without negotiation.

2. Legal agreement

This decision notice must be read in conjunction with the terms of the Section 106 Legal Agreement dated [to be inserted once completed]. You are advised to ensure that you have all the necessary documents before development starts on site.

3. Surface Water Drainage

It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be

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separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

4. Thames Water main

There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

5. Construction noise

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to West Berkshire Environmental Health. For more information: email ehadvice@westberks.gov.uk, call 01635 519192, or visit <http://info.westberks.gov.uk/environmentalhealth>.

64. Application No. and Parish: 17/03334/FULD - 4 High Street, Hermitage, Thatcham

The Committee considered a report (Agenda Item 4(2)) concerning Planning Application 17/03334/FULD in respect of the demolition of outbuildings and erection of 1 x two bedroom, 2 x three bedroom dwellings and associated works.

In accordance with the Council's Constitution, Ms Ruth Cottingham, Parish Council representative, and Andrew Bunyan, objector, addressed the Committee on this application.

Councillor Cottingham in addressing the Committee raised the following points:

The Parish Council's main concern was parking on the site. It was not felt that the two sets of three parking places would be of great benefit due to the tandem design.

The Parish Council was of the view that tandem parking would make the parking situation worse and would lead to further parking long the B4009, where there was a pinch point.

Ms Cottingham had anecdotal evidence that pedestrians had nearly been involved in accidents involving HGVs and buses using the road.

It was not felt that the application was in keeping with the 2013 parking policy, which required adequate parking in an area where public transport links were very poor.

The Parish Council did welcome the demolition of the outbuildings however, it was felt the proposal for the front of the site would have a detrimental impact on the street scene.

If the Committee were minded to approve the application, the Parish Council hoped that some CIL money could be allocated to improving road safety in Hermitage.

The flats opposite the site, had white lines on the road in front of the pavement and it was hoped that the same could be done outside of the application site.

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If was unknown if the developer had submitted any clear plans to ensure road safety during the time of construction..

Mr Bunyan in addressing the Committee raised the following points:

- The build density proposed for the site was too high. If the two bedroomed house was removed from the proposal, it would allow additional site space for parking.
- The proposal would have a negative impact on the street scene.
- Mr Bunyan was not aware of a construction plan to show how development would take place without impacting upon the road.
- There was concern that development could stretch to the wooded area surrounding the site.
- The proposed access was on a pinch point in the B4009.
- Mr Bunyan noted that the Planning Officer had commented that the former butchers on the site would have caused an increase in traffic to the area. He disagreed with this as the butchers had been largely a commercial business that provided delivery. There was only ever an increase in traffic on a Saturday morning.
- The access was dangerous for residents leaving the application site. A number of Members had needed to be assisted when leaving the site after the site visit.
- The two bedroom house would alter the street scene and would be visually overcrowded.
- The parking proposed was completely impractical in Mr Bunyan's view and would require those using it to reverse out onto the B4009.
- The Planning Officers had commented that there were numerous infill developments close by however, Mr Bunyan was not aware of any similar to that proposed and was concerned it would set a precedent.
- Mr Bunyan felt that the density of development needed to be kept within reasonable limits, of which the application in questioned exceeded.
- Mr Bunyan felt that the developer had a disregard to wildlife and would not hesitate to develop further into the wooded area on the edge of the site, in the future.

Councillor Pamela Bale drew Mr Bunyan's attention to the Construction Method Statement and Mr Bunyan's thanked Councillor Bale for highlighting this.

Councillor Quentin Webb as Ward Member raised the following points:

There were other infill developments close by however, these had been developed in a way that complimented the area and where visibility was good.

Councillor Webb felt that the property proposed for the front of the site was out of keeping with the area.

Councillor Webb also agreed with concerns that had been raised about the tandem parking. This would not resolve difficulties when turning whilst on the site and would make it particularly difficult when entering or exiting the site.

There had been a number of objections raised and this was also reflected in the lack of support for the site.

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Councillor Webb was not adverse to the plans for the back of the site and reiterated his concern about the house proposed for the front of the site where visibility was particularly poor.

The Chairman, as joint Ward Member, stated that he had nothing to add to the points raised by Councillor Webb and invited Members to ask any questions.

Councillor Bale agreed with concerns raised about density and asked if Officers had any figures on this matter. David Pearson asked Members to note the space between the existing dwelling and felt that it was fairly consistent with the proposal and the site to the north. Councillor Bale felt that in this instance the density was causing the car parking issues. David Pearson stated that the parking proposed was in line with West Berkshire Council's (WBC) Parking Policy and therefore refusal of the application based on the parking would be difficult to defend at appeal.

Gareth Dowding concurred that the parking proposed complied with parking policy and WBC could not dictate to developers how their potential purchasers should manoeuvre in and out of parking spaces.

Councillor Lee Dillon asked if parking could be improved on the site and Gareth Dowding reported that the developer had already made improvements.

Councillor Richard Crumly asked if the left side of the tandem parking was for one property and the right side for the other and Gareth Dowding confirmed that this was correct.

Councillor Crumly referred to the application for Sarnia and asked if there was any information available on the design and if the two sites complimented each other. Bob Dray presented the plans for the adjacent site to the committee and Councillor Crumly reiterated that the two sites should complement each other.

Regarding density, David Pearson reported they considered 30 or less dwellings per hectare to be low density.

Councillor Tim Metcalfe referred to the access to the site. Gareth Dowding confirmed that it was narrow however, it was possible for two cars to pass. Councillor Metcalfe further questioned about reference made to tree protection on the site and asked what the trees were being protected from and whether this would be removed as it was unsightly. David Pearson assumed this protection was for the construction phase. Bob Dray stated that he would check the conditions regarding the tree protection however, it would be possible as part of the Construction Method Statement to ensure it was removed.

Councillor Marigold Jaques referred to the Officers recommendation for approval and stated that she understood why this was the case, as the application met all criteria. However, Councillor Jaques felt that common sense needed to be applied when considering the tandem parking and the pinch point in the road. Councillor Jaques had no issue with the proposed buildings that would be set back from the road. Councillor Jaques felt that the site access would be dangerous as a result of the dwellings proposed to the front of the site, which was also not in keeping with that proposed at Sarnia.

Councillor Crumly echoed the concerns raised by Councillor Jaques and expressed his aversion to the proposal and his trepidation to the tandem parking, which could cause parking issues to spill out on to the B4009.

Councillor Crumly stated that he had felt comfortable when leaving the site with the sight lines and stated that similar issues could be found in old towns and villages across the district and therefore any reasons to refuse the application based on this point would not stand up at appeal. The site was derelict and was within the settlement boundary. Based on these points Councillor Crumly reluctantly supported the Officer's recommendation.

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Councillor Metcalfe stated that his views were similar to that of Councillor Crumly's. He was concerned about the reference made to HGVs mounting the kerb and asked if a bollard could be placed at the location in question. Gareth Dowding stated that the erections of a bollard had created issues further up the road, as it had caused the footpath to be particularly narrow. Councillor Metcalfe expressed his dislike for the proposal however struggled to see how Members could object as it was in-keeping with planning policy.

Councillor Webb stated that he was concerned about the cramped nature of the front of the proposal, which caused difficulties with splays and caused a hazard. Based on this reason Councillor Webb proposed that Member refuse planning permission and this was seconded by Councillor Bale.

Gareth Dowding stressed that the vision splays complied with standards. Councillor Webb stated that his concerns were mainly with regards to the impact on the street scene.

Councillor Richard Somner wondered how the decision would sit at appeal if Members were minded to overturn Officer's recommendation, as the proposal met all the relevant criteria. Councillor Somner stated that he could not disagree with any of the concerns raised by Members.

David Pearson urged Members not to refuse the application on Highways grounds. If Members were concerned about the appearance and impact upon the street scene then, although he might not agree, it could be defended at appeal.

Councillor Dillon commented that if an appeal was heard and Members reasons for refusal were rejected then they would still be left with the parking issues and he asked if Officers could work with the developer to rectify the concerns. David Pearson stated that it would be difficult for Officers to recommend that the developer change their plans as Highways Officers had no objections. Gareth Dowding stated that tandem parking was not ideal however, there was more parking on the site than what was suggested by one place.

The Chairman invited Members to vote on the proposal by Councillor Webb and seconded by Councillor Bale. At the vote the motion was carried.

RESOLVED that the Head of Development and Planning be authorised to refuse planning permission subject to the following reason:

The proposed narrow 2 storey dwelling located at the front of the site (identified as plot 1 on the submitted drawings) would appear contrived and out of keeping with the established character of the street scene when viewed from vantage points along the B4009 High Street that runs to the south of the site. Due to its cramped appearance, at odds with the more generous and well-spaced frontages presented on nearby plots, the proposed dwelling would result in an unacceptable negative visual impact on the established street scene that would be contrary to the established form and pattern of development. Accordingly the proposed works would be contrary to paragraph 17 of the National Planning Policy Framework (2012) which requires development to always seeks to secure a high quality design and Policies ADPP5, CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012 which require development to demonstrate a high quality and sustainable design that respects and enhances the character and appearance of the area, to contribute positively to local distinctiveness and sense of place and to give particular regard to the sensitivity of the area to change and ensuring that new development is appropriate in terms of location, scale and design in the context of the existing settlement form, pattern and character.

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65. Appeal Decisions relating to Eastern Area Planning

Members noted the outcome of appeal decisions relating to the Eastern Area.

(The meeting commenced at 6.30 pm and closed at 8.00 pm)

CHAIRMAN

Date of Signature

DRAFT

Note: These Minutes will remain DRAFT until approved at the next meeting of the Committee

EASTERN AREA PLANNING COMMITTEE

MINUTES OF THE MEETING HELD ON TUESDAY, 8 MAY 2018

Councillors Present: Peter Argyle, Pamela Bale, Keith Chopping, Richard Crumly, Marigold Jaques, Alan Law (Vice-Chairman), Tony Linden (Substitute) (In place of Graham Pask), Mollie Lock (Substitute) (In place of Alan Macro), Tim Metcalfe, Richard Somner, Quentin Webb (Substitute) (In place of Graham Bridgman) and Emma Webster

Apologies for inability to attend the meeting: Councillor Graham Bridgman, Councillor Alan Macro and Councillor Graham Pask

PART I

1. Election of Chairman

RESOLVED that Councillor Graham Pask be elected Chairman of the Eastern Area Planning Committee for the 2018/19 Municipal Year.

2. Appointment of Vice-Chairman

RESOLVED that Councillor Alan Law be appointed Vice-Chairman of the Eastern Area Planning Committee for the 2018/19 Municipal Year.

(The meeting commenced at 7.47 pm and closed at 7.48 pm)

CHAIRMAN

Date of Signature

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Agenda Item 4.(1)

| Item No | Application No. and Parish | Proposal, Location and Applicant |
|---------|----------------------------|--|
| (1) | 17/01683/MINMAJ | S73: Variation of condition 7 'Hours of operation (HWRC)' of previously approved application 14/011111/MINMAJ: Section 73A: Variation of Condition 16 - Travel Plan, of planning permission reference 13/01546/MINMAJ. 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=17/01683/MINMAJ>

Recommendation Summary: To **DELEGATE** to the Head of Development & Planning to **GRANT PLANNING PERMISSION** for the reasons given below (Section 7.2).

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.

Committee Site Visit: 16 May 2018

Contact Officer Details

Name: Andrew Morrow
Job Title: Team Leader (Minerals and Waste)
Tel No: (01635) 519117
E-mail Address: Andrew.morrow@westberks.gov.uk

1. 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. |
| 17/01684/MINMAJ | BEING CONSIDERED IN CONJUNCTION WITH 17/01683/MINMAJ (this application) | | Change of use to amend the approved details to enable the receipt of non-recyclable waste at the Household Waste Recycling Facility |

2. Publicity of Application

Site notice expired: 10 August 2017
 Neighbour notification expired: 13 July 2017
 Newbury Weekly News press advert: 29 June 2017

Further site notice expired: 4 May
 Further Newbury Weekly News Press Advert: 5 April 2018

3. Consultations and Representations

3.1 Consultations

Beenham Parish Council:

Support

Aldermaston Parish Council:

At its meeting on 11 July Aldermaston PC recorded no objections to this application.

Padworth Parish Council:

Initial comments:

‘OBJECT’

Reasons are that opening at the earlier time during the week, will increase traffic volume at just the time that parents are taking children to one of the two schools, and the commuter traffic is considerable. Padworth Lane and Rectory Road have a 6’6” width restriction, single track in many places with passing areas and has two dangerous single track blind bridges. There is also all the traffic going to and from Britain’s largest fuel storage depot, especially early mornings.

We would ask that opening times be at 10.00 am and not earlier.

Further Padworth Parish Council comments (Motion):

Padworth Parish Council employed a transport consultant (Motion) who provided comment on 17/01683/MINMAJ in conjunction with the associated application 17/01684/MINMAJ. The full report is available on the public file, and is summarised / paraphrased below:

It was indicated that the Motion had reviewed the application documents and had found references to documents and data which were not available for review.

Motion set out the Transport Policy context, Design Standards and Assessment Guidelines which were considered relevant to assessing the transport impacts of the applications. Rural road safety was highlighted as an issue and it was indicated that the risk of being killed in a road accident walking along a rural lane is considerably greater than if walking on a footway or footpath, and that a contributory factor is the speed of traffic on rural lanes.

A description of the highways and the public rights of way network is provided for the area around the Padworth IWMF. Reference is made to traffic turning into Padworth Lane from the A4 being immediately confronted by a set of traffic signals and it is intimated that there is a risk of the queues extending into the A4 and interfering with the safe flow of traffic on that road. Community facilities in the area, and the road network to the south are described as is the role of Padworth Lane and Rectory Road in terms of the public rights of way network.

Automatic traffic count (ATC) surveys were undertaken to assess the volume, speed and classification of traffic using Padworth Lane. The ATC surveys were undertaken on Padworth Lane approximately 120m either side of the swing bridge over a one week period. The results of these ATC surveys are set out in Motion's report. During a weekend in September 2017 manual traffic surveys were undertaken at the entrance of the existing Newtown Road HWRC located in Newbury to assess the temporal characteristics of traffic using a household waste recycling centre. The results of this survey are provided in Motion's report.

The lawful uses of the IWMF are considered.

The existing access to the IWMF is discussed and Motion indicates that the swing bridge reduces visibility for vehicles turning out of the access, and for vehicles approaching from the A4 either to turn right into the IWMF or to carry on southwards across the bridge.

Motion undertook a high level audit of the Transport Report in the context of the Planning Practice Guidance (PPG) which sets out key issues to consider at the start of preparing a Transport Assessment or Statement. Motion indicate that the Transport Report failed to assess or consider many elements which would be expected in a Transport Assessment Report, concluding that it was not fit for the purpose of assessing the transport impact of the applications and that further information and assessment was required.

Motion refers to anomalies in the Transport Report, concluding that as a consequence of these anomalies the conclusions of the Transport Report have the potential to be flawed and should be considered with caution.

Motion undertook a high-level audit of the EA Addendum in the context of the IEMA Guidelines (1992) which are the industry standard for assessing the environmental impact of road traffic. Motion indicate that the EA Addendum fails to consider or assess all the elements which would be expected in an EIA, therefore concluding that the EA Addendum is not fit for the purpose of assessing the environmental impact of road traffic arising from the applications, and that further information and assessment was required.

Motion indicates that there are significant anomalies within the EA Addendum, concluding that as a consequence, the conclusions of the EA Addendum have the potential to be flawed and should be considered with caution.

Motion then considers in more detail: road safety at the access to the facility; road safety on Padworth Lane south of the Facility; environmental impact associated with changes in road traffic; and peak hour impacts of the applications.

Motion sets out possible mitigation measures that the applicant should consider, including:

- Introduction of 30mph speed limit on the route;
- Improvement of forward visibility including hedgerow maintenance and lowering of earth banks in the highway;
- Improved signing along the route to warn motorists of change in environment and that they should give priority to pedestrians, cyclists and equestrians;
- Improvements to PRow signing to ensure that PRow users are able to quickly and easily locate PRows and thereby minimise the length of time spent in the carriageway;

- Introduction of weight restriction along the route between Baughurst Road and swing bridge with exceptions for access to local businesses / emergency vehicles. Camera enforcement of restrictions;
- Introduction of formal one-way working at the canal and river crossings;
- Traffic management scheme at the junction of Rectory Road / Padworth Lane / School Road / Raghill to slow motorists and enable safe crossing for children attending schools; and
- Provision of pedestrian crossing facilities on Padworth Lane between the A4 and the Village Hall.

Motion considers that the applications currently fail to comprehensively assess the impacts of the proposals and so include no mitigation, and therefore the Council has no option but to refuse planning permission in accordance with NPPF. However, should the Council decide to approve the Applications, the following conditions should be added:

1. A study is undertaken to develop a scheme for managing traffic along the route in accordance with the Quiet Lanes principle, which is aimed at achieving positive changes in user behaviour on minor rural roads. This should include, but not be limited to:
 - Introduction of 30mph speed limit on the route;
 - Improvement of forward visibility including hedgerow maintenance and lowering of earth banks in the highway;
 - Improved signing along the route to warn motorists of change in environment and that they should give priority to pedestrians, cyclists and equestrians;
 - Improvements to PRow signing to ensure that PRow users are able to quickly and easily locate PRows and thereby minimise the length of time spent in the carriageway;
 - Introduction of weight restriction along the route between Baughurst Road and swing bridge with exceptions for access to local businesses / emergency vehicles. Camera enforcement of restrictions;
 - Introduction of formal one-way working at the canal and river crossings;
 - Traffic management scheme at the junction of Rectory Road / Padworth Lane / School Road / Raghill to slow motorists and enable safe crossing for children attending schools; and
 - Provision of pedestrian crossing facilities on Padworth Lane between the A4 and the Village Hall.
2. Having regard to the wide variety of social and community events that take place at locations along the route, regular recorded liaison between the Operators of the Facility and the Parish Council so that conflicts between the activities of local residents and activities of the Facility can be minimised.
3. A ceiling of 6,000 tpa of household waste is imposed at the Facility and that furthermore, no increase in that 6,000 tpa be allowed in the future unless a new planning application is submitted. The condition would also need to set out how the Applicant is required to record and report on tonnage.

Further Padworth Parish Council comments:

No objections

Further Padworth Parish Council comments (Motion):

Padworth Parish Council employed a transport consultant (Motion) who provided comment on 17/01683/MINMAJ in conjunction with the associated application 17/01684/MINMAJ.

Following the submission of further assessment work undertaken on behalf of Veolia (“the Applicant”) relating to their proposed development at Padworth (planning application reference 17/01684/MINMAJ) I have now had an opportunity to review this information.

I am disappointed to note that the additional information provided by the Applicant fails to deal with the concerns I have previously raised in relation to the transport and traffic related environmental impacts arising from the planning application proposals.

These concerns continue to be:

- Road safety at the access to the Waste Recycling Centre. Visibility to and from the south is significantly less than required for the observed speed of traffic (a mere 27% of the desirable safe visibility). Forward visibility from traffic waiting to turn right in to the Facility to on-coming traffic is around one third of the desirable safe visibility.
- Road safety on Padworth Lane south of the Facility. With a combination of narrow road width (less than 5.5m) and 85th percentile speeds in excess of 40mph, that there is a much increased risk of pedestrians walking along Padworth Lane being killed if they are involved in a road accident;
- Environmental impact associated with changes in road traffic. Increases in traffic volumes of up to 90% are expected (based on the Applicant’s submitted data). Irrespective of whether the Applicant considers receptors along Padworth Lane – such as children playing, parents pushing children in prams – to be traffic sensitive or not, the increases in road traffic of this magnitude require further, detailed assessment and mitigation; and
- Peak hour impacts of the Applications. The analysis shows that during the Sunday peak hour of 12:00-13:00 two to three additional vehicle movements are expected every minute outside the Village Hall. This approximately equates to more than one vehicle every minute turning right into the Site. To the south of the swing bridge traffic flow increases are expected to be lower but nonetheless are expected to result in increases of between 35% and 47% compared to the existing flows. Increases in hourly traffic movements of this magnitude on a quiet rural lane with traffic travelling in excess of 40mph have the potential to cause severe environmental and road safety impacts.

As I have previously raised with the Council, the Applicant’s assessment work fails to comprehensively assess the impacts of the proposals and continues to do so. As a consequence of this failure no consideration is given to mitigation notwithstanding my conclusions, previously provided to the Council, that the residual impacts arising from increases in road traffic will be severe.

In the absence of mitigation, the Council has no option but to withhold planning permission in accordance with paragraph 32 of National Planning Policy Framework.

In the alternative that the Council decides to approve the Applications, I would recommend that the following conditions / restrictions should be added:

Condition 1

A study is undertaken to develop a scheme for managing traffic along the route in accordance with the Quiet Lanes principle, which is aimed at achieving positive changes in user behaviour on minor rural roads.

This should include, but not be limited to:

- i. Introduction of 30mph speed limit on the route;*
- ii. Improvement of forward visibility including hedgerow maintenance and lowering of earth banks in the highway;*
- iii. Improved signing along the route to warn motorists of change in environment and that they should give priority to pedestrians, cyclists and equestrians;*
- iv. Improvements to PRoW signing to ensure that PRoW users are able to quickly and easily locate PRoWs and thereby minimise the length of time spent in the carriageway;*
- v. Introduction of weight restriction along the route between Baughurst Road and swing bridge with exceptions for access to local businesses / emergency vehicles. Camera enforcement of restrictions;*
- vi. Introduction of formal one-way working at the canal and river crossings;*
- vii. Traffic management scheme at the junction of Rectory Road / Padworth Lane / School Road / Raghill to slow motorists and enable safe crossing for children attending schools; and*
- viii. Provision of pedestrian crossing facilities on Padworth Lane between the A4 and the Village Hall.*

Condition 2

Having regard to the wide variety of social and community events that take place at locations along the route, regular recorded liaison between the Operators of the Facility and the Parish Council so that conflicts between the activities of local residents and activities of the Facility can be minimised.

Condition 3

A ceiling of 6,000 tpa of household waste is imposed at the Facility and that furthermore, no increase in that 6,000 tpa be allowed in the future unless a new planning application is submitted. The condition would also need to set out how the Applicant is required to record and report on tonnage.

West Berkshire Highways:

Initial comments

1. I have viewed the above planning applications [17/01683/MINMAJ and 17/01684/MINMAJ], the supporting statement and transport statement (TS) prepared by AECOM Infrastructure & Environment UK Limited. I have also viewed letters of representation.
2. The Padworth IWMF provides an operational base for the fleet of waste collection vehicles, a Waste Transfer Facility, a Materials Recycling Facility, a Composting Facility, a Mini Household Waste Recycling Centre (HWRC) and ancillary uses including offices and vehicle workshops.
3. Planning permission for the IWMF was granted in March 2009 under the planning application 08/01166/MINMAJ, with the facility becoming operational during November 2011.

4. Condition 7 was applied with a following planning application to planning 14/01111/MINMAJ and limited opening hours for the HWRC from 12.30 to 18.30 hours on Monday to Fridays and 07.30 to 18.30 hours on Saturdays and Sundays. The application seeks to vary the condition to allow opening hours from 08.00 to 18.00 on Mondays to Sundays and bank holidays
5. Since opening in November 2011, the use of the HWRC has been significantly less than projected during consideration of the original planning application in 2008/ 2009. A number of reasons have been put forward for this in the supporting statement including the limited opening hours, the exclusion of non recyclable waste at Padworth and an increase in recyclables being collected from households. Another possible factor is the use of the Smallmead HWRC at Reading which is likely to have been more attractive to use for West Berkshire residents in places such as Tilehurst.
6. It also needs to be stated that projections made within the original planning application in 2008 were deliberately made to be excessive by highway officers to provide a robust assessment at that time. For instance the projection considered the highest projection for waste being processed through the site, took account of vehicles with trailers, and also used higher seasonal levels.
7. According to the TS, the original planning application for the IWMF had anticipated 5,700 tonnes per annum in 2012, and 7,200 tonnes by 2025 that would be taken to the HWRC. Visits to the HWRC were expected to average 441 per day on weekdays and 1,093 per day on Saturdays. By 2015/2016 they had still only reached an annual input of circa 1,300 tonnes, some 15% of the original projection. Vehicle movements for the HWRC were surveyed for a week in September 2015 with movements ranging between 10 and 50 during weekdays with 97 to 117 movements at weekends.
8. There were reciprocal arrangements where residents of neighbouring authorities could use an HWRC including West Berkshire residents using the Smallmead HWRC at Reading. However this ended on June 30th 2016 forcing West Berkshire residents to use the Padworth HWRC. According to the TS, the unaudited figure for 2016 /2017 is circa 2,300 tonnes through the HWRC, however even this is still only 30% of the original projection.
9. According to the TS, a survey of the users during the same week in September 2015 sought views on the operation of the HWRC including if they would like to be able to also bring non recyclable waste. The survey revealed that 97% of residents wanted to be able to bring general household waste to Padworth. This is perhaps not surprising as the only location where West Berkshire residents could take non recyclable waste is the Newtown Road HWRC in Newbury. Also residents wanting to use an HWRC on weekday mornings would also have to drive to Newbury.
10. This planning application seeks to allow West Berkshire residents to take non recyclable waste to Padworth. It is understood from a survey undertaken in September 2014 that there was circa 4,800 tonnes of waste per year from West Berkshire residents being taken to the Smallmead HWRC in Reading. A further survey from September 2015 revealed that 500 tonnes of recyclable waste came from Hampshire residents in locations such as Tadley equating to some 41% of all waste being taken to the HWRC

11. Taking all of the above into account, The TS assumes it possible that the waste being taken to the HWRC could increase to between 5,000 to 6,000 tonnes per annum.
12. With the above changes from the cessation in the reciprocal arrangements, I consider that the traffic distribution should be checked and amended if required to reflect that visitors to the HWRC will now only be from West Berkshire. I will also need to be more certain that the 7,200 tonnes limit will not be breached significantly in the future. I would therefore like more detail on how this 6,000 tonnes per annum figure has been arrived at and the assumptions made. I also have concerns regarding the September 2015 survey, as this is prior to the reciprocal arrangements with neighbouring authorities that ended in June 2016, so therefore in my view any surveys undertaken earlier are now unfortunately in my view now somewhat out dated. Updated surveys of the number of vehicles entering and leaving the site during weekdays and weekends are now required.
13. For any future traffic assessment, the TS uses the above expected 6,000 tonnes per annum. To take account of the changes sought in respect of the hours of operation hourly movements have been generated based on the patterns currently experienced at the Newtown Road HWRC in Newbury which operates similar hours and waste types as is being proposed with this planning application. To clarify this further I request the latest survey data that is available from the HWRC in Newbury.
14. As requested, updated traffic surveys have been undertaken during February and March 2017 weekday peak hours covering the following four study junctions:
 - A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout
 - A4 Bath Road / Padworth Lane priority junction
 - Padworth Lane Railway Bridge traffic signals
 - Padworth IWMF Site Access / Padworth Lane priority junction
15. I do however need to see the traffic count and queue data and this would normally be submitted with the TS. There is a further more serious issue being that the original Transport Assessment included survey data from weekends. Sunday between 11.00 and 12.00 was originally surveyed, but whether this is still the case may depend upon the updated surveys of the number of vehicles entering and leaving the site during weekdays and weekends requested earlier. Further surveys are therefore required including weekends.
16. The TS summarises the traffic survey results so far obtained in the following tables on page 8 of the TS that are mostly reproduced below. The TS then compares the 2017 survey data taken for the original planning application in 2004. The TS notes that there has been a reduction in traffic levels on the A4 corridor since 2004, possibly due to the fact that there were works ongoing on the M4 at Junction 13 at that time. Further evidence of this reduction is contained within survey data from May 2017 from planning application 16/01656/COMIND for the redevelopment of the White Nurseries Garden Centre to the north of Aldermaston. This also shows a reduction in traffic along the A4 corridor.

| Location | 2004 | 2017 | Change | % Change |
|--------------------------------|-------------|-------------|---------------|-----------------|
| A4 west of the A340 roundabout | 1,764 | 1,462 | -302 | -17.1% |
| A340 south of the roundabout | 983 | 937 | - 46 | - 4.7% |

| | | | | |
|--|-------|-------|------|--------|
| A4 between Padworth Lane and the A340 roundabout | 2,790 | 2,477 | -313 | -11.2% |
| A4 east of Padworth Lane | 2,743 | 2,389 | -354 | -12.9% |
| Padworth Lane between the site entrance and the A4 | 146 | 222 | 76 | 52.1% |
| Padworth Lane south of the site entrance | 133 | 209 | 76 | 57.1% |

Comparing traffic levels from 2004 to 2017 AM peak 08.00 to 09.00 hours

| Location | 2011 | 2017 | Change | % Change |
|--|-------------|-------------|---------------|-----------------|
| A4 west of the A340 roundabout | 1,771 | 1,487 | -284 | -16.0% |
| A340 south of the roundabout | 861 | 842 | - 19 | - 2.2% |
| A4 between Padworth Lane and the A340 roundabout | 2,615 | 2,480 | -135 | - 5.2% |
| A4 east of Padworth Lane | 2,551 | 2,355 | -196 | - 7.7% |
| Padworth Lane between the site entrance and the A4 | 117 | 204 | 87 | 74.4% |
| Padworth Lane south of the site entrance | 114 | 190 | 76 | 66.7% |

Comparing traffic levels from 2004 to 2017 PM peak 17.00 to 18.00 hours

17. While the TS shows a reduction in traffic along the A4 corridor, the TS shows an increase in traffic along Padworth Lane. The TS suggests this could be due to the IWMF / HWRC. However I am not entirely convinced by this as the HWRC is not open during weekday mornings. I would suggest the possibility of other factors at work, however that is not for this planning application to solve and I can only assess any additional impact from the proposal.
18. The letters of representation often refer to the narrowness of Padworth Lane and that there is a speed issue. It is true that Padworth Lane is narrow in places; however there is no evidence that there is a speeding issue. Speed surveys were taken outside Lodge Farm on Padworth Lane to the south of the IWMF from July 30th to August 5th 2015 revealed 85th percentile speeds of 38 mph northbound and 37mph southbound. Considering that the speed limit is 60mph, this does not in my view suggest a speeding issue. This is supported by a Speed Limit review undertaken by the Council during September 2015 that concluded that no changes to the speed limit should be undertaken.
19. A further issue being raised is the possibility of prohibiting vehicles from turning right from the site. This was considered at length with the original planning application. Firstly with the access being private, it is not possible to apply a traffic regulation order upon it to prohibit vehicles turning right. Even if it was possible to apply a traffic regulation order, it is highly unlikely to ever be enforced in such a location. It may be possible to physically prevent vehicles from turning right with items such as kerbed islands. However any islands would need to be small enough to still enable large vehicles to turn into and out of the site, but in making them smaller, this then reduces

their effectiveness in preventing smaller vehicles from turning right. None of this is in my view practical and therefore with the original planning application we settled on providing a sign that encouraged traffic not to turn right.

20. The performance of the four study junctions has been tested using the industry standard software packages including Junctions 9 for priority junctions and roundabouts and LinSig 3 for signalised junctions. I would ask that further model runs be undertaken for 2022 with traffic growthed, any committed developments in the area including any proposals for within the adjacent Oil Pipeline Agency site plus all updates mentioned earlier included. All model outputs should then be submitted.
21. I can only make any conclusions on these planning applications, once all of the above requested information has been submitted. I am obliged to follow paragraph 32 of the National Planning Policy Framework that states “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
 - the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
22. I will therefore assess all updated information when submitted and will then consider if there is or if there isn't any severe impact on the network.

Further WBC Highways comments:

Traffic Distribution and generation

1. The Section 73 planning application for variation of condition 7 of Planning Permission 14/01111/MINMAJ to extend the opening hours of the Household Waste Recycling Centre to include weekday mornings by varying the condition to “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
2. The change of Use Application is to enable the receipt of non-recyclable waste at the Household Waste Recycling Centre in addition to the recyclable waste already received there.

Traffic Distribution

3. I refer to my previous memorandum dated August 29th 2017 and the updated information received on March 29th 2018 including a Technical Note. With the cessation in the reciprocal arrangements with neighbouring authorities, I asked that the traffic distribution be checked and amended if required to reflect that visitors to the HWRC will now only be from West Berkshire. I am yet to consider that this has been completed to my satisfaction, so I have undertaken this exercise myself

4. I consider that the facility will serve the following wards: Aldermaston, Basildon, Birch Copse, Burghfield, Calcot, Mortimer, Pangbourne, Purley On Thames, Theale and Westwood. I also consider that most of Bucklebury will be served except the Hermitage area and the B4009 corridor that will gravitate towards Newbury. I would also expect some of Thatcham to gravitate towards Padworth. From this I have provided a gravity model as shown below that shows the area served and the likely routes of traffic to and from the site:

| Wards | Population Numbers | Population % | Route | | Traffic Distribution % | | | |
|-------------------|--------------------|--------------|------------|------|------------------------|---------|------|------------|
| | | | | | A4 East | A4 West | A340 | Padworth L |
| Aldermaston | 2742 | 4.8 | A4 West | 50% | | 2.4 | | |
| | | | A340 | 50% | | | 2.4 | |
| Basildon | 3235 | 5.7 | A4 East | 100% | 5.7 | | | |
| Birch Copse | 7771 | 13.7 | A4 East | 100% | 13.7 | | | |
| Bucklebury #1 | 4700 | 8.3 | A4 East | 30% | 2.5 | | | |
| | | | A4 West | 70% | | 5.8 | | |
| Burghfield | 5935 | 10.5 | A4 East | 70% | 7.3 | | | |
| | | | Padworth L | 30% | | | | 3.1 |
| Calcot | 8651 | 15.3 | A4 East | 100% | 15.3 | | | |
| Mortimer | 5838 | 10.3 | Padworth L | 80% | | | | 8.2 |
| | | | A4 East | 20% | 2.1 | | | |
| Pangbourne | 3066 | 5.4 | A4 East | 100% | 5.4 | | | |
| Purley On Thames | 6524 | 11.5 | A4 East | 100% | 11.5 | | | |
| Thatcham North #2 | 1170 | 2.1 | A4 West | 100% | | 2.1 | | |
| Thatcham South #2 | 1420 | 2.5 | A4 West | 100% | | 2.5 | | |
| Theale | 2910 | 5.1 | A4 East | 100% | 5.1 | | | |
| Westwood | 2739 | 4.8 | A4 East | 100% | 4.8 | | | |
| Totals | 56701 | 100.0 | | | 73.4 | 12.8 | 2.4 | 11.4 |

Expected area being / to be served by facility and associated traffic distribution

#1 Bucklebury excluding the B4009 corridor that will gravitate towards Newbury

#2 20% of the Thatcham North and South wards

Source 2011 Census data

5. This provides a distribution of 73.4% A4 East, 12.8% A4 West, 11.4% Padworth Lane and 2.5% A340. This compares with 55%, 15%, 20% and 10% contained on page 17 within the Transport Assessment work. I am therefore concerned that the transport assessment work cannot yet be relied upon at this stage until we can agree the

distribution. This is pivotal as the distribution will determine the traffic increases on each route. There is also the possibility that there could be some pass by trips from other locations in West Berkshire to the facility, but I would expect these to be very small in number.

Traffic Generation

6. Also within my previous memorandum I asked for more detail on how this 6,000 tonnes per annum figure has been arrived at and the assumptions made. Some detail is contained within the submitted Supporting Statement in paragraphs 3.9 to 3.12. 1,500 tonnes are already deposited at Padworth including some 500 tonnes from Hampshire residents that are now no longer able to use the facility, thus leaving 1,000 tonnes from West Berkshire residents. The Supporting Statement the states that *“in September 2014 indicated that there was probably approximately 4,800 tonnes of waste per year from West Berkshire residents being deposited at the”* Reading Smallmead HWRC. 1,000 plus 4,800 provides circa 5,800 tonnes, rounded to 6,000 tonnes
7. I am somewhat concerned regarding the “probably approximately” part of this, so I have made my own inquiries. I have been informed by West Berkshire Council Waste Services that dwellings in West Berkshire took 205kg of waste and recycling to an HWRC produce on average during the 2017/18 year. Again referring to the above wards that are likely to be served by the facility, we can calculate the following expected tonnages:

| Ward | Dwellings | Tonnes |
|-------------------|-----------|--------|
| Aldermaston | 1295 | 265 |
| Basildon | 1243 | 255 |
| Birch Copse | 2989 | 613 |
| Bucklebury #1 | 1690 | 346 |
| Burghfield | 2341 | 480 |
| Calcot | 3604 | 739 |
| Mortimer | 2427 | 498 |
| Pangbourne | 1299 | 266 |
| Purley On Thames | 2697 | 553 |
| Thatcham North #2 | 445 | 91 |
| Thatcham South #2 | 562 | 115 |
| Theale | 1290 | 264 |
| Westwood | 1077 | 221 |
| Totals | 22959 | 4707 |

Expected tonnes of waste and recycling to be taken to the HWRC

#1 Bucklebury excluding the B4009 corridor that will gravitate towards Newbury

#2 20% of the Thatcham North and South wards

Source 2011 Census data

8. I have therefore calculated that some 4,700 tonnes including the existing 1,000 tonnes mentioned earlier could be expected per annum at the facility. As the TA is based on

6,000 tonnes, I will therefore accept the 6,000 tonne figure and consider that a robust assessment is being provided in this regard

9. A survey undertaken at Padworth observed that 0.061 tonnes per trip (i.e. load) were made, whereas at the Newbury HWRC the tonnes per trip were recorded as 0.058. The lower 0.058 (58kg) has been used within this assessment, as it results in a higher number of trips overall and therefore provides a more robust assessment.
10. With these proposals at Padworth, the projected increase to 6,000 tonnes will be from the current 1,500 tonnes per annum of waste brought to the facility. To calculate the additional hourly traffic profiles with this increase, traffic counts were taken at the Newbury HWRC in September 2015, except that adjustments have been made as no trips take place at the Newbury HWRC between 0800 and 0830 and that trips occurring after 1800 have been omitted from the profile generation.
11. From data from the Newbury HWRC, 64% of trips occur on weekdays with 36% over weekends. With the projected 6,000 tonnes per annum expected at Padworth HWRC, this results in a projected 3,840 tonnes per annum being brought to Padworth on weekdays. By dividing this figure by 260 weekdays per year, this results in 14.7 tonnes of waste expected to be delivered per weekday. Finally by applying the 0.058 tonnes per trip it is estimated that there would be 254 trips per day on weekdays.
12. This produces the following traffic projection for the proposal in comparison to the existing generation:

| Hour Commencing | Existing Weekday Trips | Proposed Weekday Trips | Net Change Weekday Trips |
|-----------------|------------------------|------------------------|--------------------------|
| 08:00 | 0 | 17 | +17 |
| 09:00 | 0 | 28 | +28 |
| 10:00 | 0 | 32 | +32 |
| 11:00 | 0 | 32 | +32 |
| 12:00 | 4 | 29 | +25 |
| 13:00 | 8 | 29 | +21 |
| 14:00 | 10 | 32 | +22 |
| 15:00 | 12 | 25 | +13 |
| 16:00 | 3 | 18 | +15 |
| 17:00 | 6 | 12 | + 6 |
| Totals | 43 | 254 | +211 |

Existing and proposed weekday traffic generation

#1 Trips are vehicle movements in and out. E.g. from 08:00 17 in, and 17 out are projected

#2 The figures do not include staff and WBC contractor waste deliveries, etc.

13. This leaves a remaining 2,160 tonnes expected to be brought to the HWRC on the remaining 102 weekend days. Again using 0.058 tonnes per trip this equates to 365 trips per day and again using the day profile from the Newtown HWRC, the following is projected for the weekend on a Sunday:

| Hour | Existing | Proposed | Net Change |
|------|----------|----------|------------|
|------|----------|----------|------------|

| Commencing | Sunday Trips | Sunday Trips | Sunday Trips |
|------------|--------------|--------------|--------------|
| 08:00 | 1 | 30 | +29 |
| 09:00 | 2 | 30 | +28 |
| 10:00 | 17 | 40 | +23 |
| 11:00 | 12 | 44 | +32 |
| 12:00 | 12 | 40 | +28 |
| 13:00 | 10 | 42 | +32 |
| 14:00 | 21 | 44 | +23 |
| 15:00 | 17 | 39 | +22 |
| 16:00 | 17 | 31 | +14 |
| 17:00 | 7 | 25 | +18 |
| Totals | 116 | 365 | +249 |

Existing and proposed weekend day Sunday traffic generation

14. I note that Padworth Parish Council have used consultants Motion to assess these applications. Motion also took traffic surveys at the Newbury HWRC, but in September 2017. I note that a similar hourly traffic profile was found to the applicants consultants AECOM.
15. I consider that September is a robust month to take surveys at an HWRC to use for projections.
16. According to the submitted Transport Report on page 16, there will be at most one additional HGV per day and according to paragraph 3.3.2 of the Environmental Statement there is no change to the required staff numbers at the as a result of the proposed changes. Therefore we are only considering West Berkshire residents using the facility.

Conclusion

17. It must be reminded that the original planning applications for this site were expecting a throughput of 7,200 tonnes per annum. It has only been 1,500 tonnes per annum, so should these proposals be approved, the throughput is still lower than originally envisaged and projected.
18. I can now accept the above traffic projections and consider them to be robust with a likely over projection in tonnages per annum to be brought to the site and a higher number of trips with the lower 0.058 tonnes expected per trip to be brought to the HWRC by residents. However to consider this further, additional work or justification is needed on the traffic distribution that in turn effects all of the traffic modelling on the impact of the proposal.

Further WBC Highways Comments

Introduction

1. The Section 73 planning application for variation of condition 7 of Planning Permission 14/01111/MINMAJ to extend the opening hours of the Household Waste Recycling Centre to include weekday mornings by varying the condition to “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

2. The change of Use Application is to enable the receipt of non-recyclable waste at the Household Waste Recycling Centre in addition to the recyclable waste already received there.

Access

3. The site access was approved with the 2008 planning applications and is acceptable with regards to width and sight lines. To the north more than adequate sight lines are provided. To the south 2.4 x 24.0 metre sight lines are provided which with reference to the governments *Manual for Streets* were suitable for 85th percentile speeds of 19 mph that were recorded during consideration of the 2008 planning applications. This was looked at in great detail at that time, and I am not expecting any aspect of this to have changed. Pedestrian links including a footway from the site was also provided in 2008. I consider that as the arrangements were acceptable for a throughput of 7,200 tonnes, they should be acceptable for 6,000 tonnes.

Traffic Distribution

4. I refer to my previous memoranda regarding traffic distribution dated April 20th 2018. With the cessation in the reciprocal arrangements with neighbouring authorities, I asked that the traffic distribution be checked and amended if required to reflect that visitors to the HWRC will now only be from West Berkshire. To calculate my own distribution, in my previous memorandum I provided a gravity population model that produced a distribution of 73.4% A4 East, 12.8% A4 West, 11.4% Padworth Lane and 2.5% A340. At the time, this compared with 55%, 15%, 20% and 10% being suggested by the applicant's highway consultants AECOM. In response on May 3rd 2018 AECOM suggested a distribution that "followed the gravity model (population) based approach advocated by WBC, but...completed this at a more granular level using output areas rather than [electoral wards, in order to reduce the requirement for assumptions on percentage splits by ward. The attached figure shows the route assigned by Output Area, with the spreadsheet providing the supporting data and subsequent calculations by route. The assessment is based on 2011 Census Data" With this further work, we have therefore agreed a distribution of 62.8% A4 East, 18.1% Padworth Lane 15.0% A4 West, and 4.1% A340.

Traffic Generation

5. As explained within my previous memorandum dated April 20th 2018, I consider that the expected 6,000 tonnes per annum throughput is a robust projection and I therefore concur with the traffic projections outlined within my previous memorandum.
6. With an agreed traffic distribution, I am now able to compare the projected traffic generation to the level surveyed with the Manual Classified Counts (MCC) from February and September 2017 and to the level of traffic consented with the original planning applications of 2008. The results are as follows:

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 40 | 17 | 51 |

| | | | |
|----------------|-----|----|-----|
| 09.00 to 10.00 | 12 | 26 | 82 |
| 10.00 to 11.00 | 12 | 32 | 96 |
| 11.00 to 12.00 | 12 | 34 | 98 |
| 12.00 to 13.00 | 234 | 82 | 132 |
| 13.00 to 14.00 | 204 | 75 | 117 |
| 14.00 to 15.00 | 166 | 64 | 108 |
| 15.00 to 16.00 | 115 | 44 | 70 |
| 16.00 to 17.00 | 119 | 36 | 66 |
| 17.00 to 18.00 | 103 | 20 | 36 |

Site Access weekday traffic flows - total in and out

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 50 | 39 | 44 |
| 09.00 to 10.00 | 57 | 47 | 52 |
| 10.00 to 11.00 | 75 | 60 | 64 |
| 11.00 to 12.00 | 79 | 64 | 70 |
| 12.00 to 13.00 | 72 | 60 | 65 |
| 13.00 to 14.00 | 79 | 68 | 74 |
| 14.00 to 15.00 | 81 | 67 | 71 |
| 15.00 to 16.00 | 82 | 69 | 73 |
| 16.00 to 17.00 | 83 | 67 | 70 |
| 17.00 to 18.00 | 64 | 51 | 54 |

Site Access weekend day traffic flows - total in and out

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 241 | 222 | 250 |
| 09.00 to 10.00 | 174 | 185 | 231 |
| 10.00 to 11.00 | 97 | 113 | 165 |
| 11.00 to 12.00 | 94 | 112 | 164 |
| 12.00 to 13.00 | 273 | 149 | 190 |
| 13.00 to 14.00 | 277 | 171 | 205 |
| 14.00 to 15.00 | 244 | 160 | 196 |
| 15.00 to 16.00 | 182 | 124 | 145 |
| 16.00 to 17.00 | 255 | 187 | 212 |
| 17.00 to 18.00 | 272 | 204 | 217 |

Padworth Lane – North of access. Weekday total traffic flows both ways

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 91 | 21 | 50 |
| 09.00 to 10.00 | 85 | 37 | 65 |
| 10.00 to 11.00 | 105 | 35 | 58 |
| 11.00 to 12.00 | 115 | 46 | 78 |
| 12.00 to 13.00 | 97 | 61 | 89 |

| | | | |
|----------------|-----|----|-----|
| 13.00 to 14.00 | 92 | 69 | 101 |
| 14.00 to 15.00 | 103 | 53 | 76 |
| 15.00 to 16.00 | 93 | 70 | 92 |
| 16.00 to 17.00 | 103 | 39 | 53 |
| 17.00 to 18.00 | 91 | 33 | 51 |

Padworth Lane – North of access. Weekend day total traffic flows both ways

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 213 | 209 | 215 |
| 09.00 to 10.00 | 160 | 163 | 173 |
| 10.00 to 11.00 | 83 | 87 | 99 |
| 11.00 to 12.00 | 82 | 86 | 98 |
| 12.00 to 13.00 | 112 | 85 | 94 |
| 13.00 to 14.00 | 129 | 106 | 114 |
| 14.00 to 15.00 | 128 | 110 | 118 |
| 15.00 to 16.00 | 101 | 88 | 93 |
| 16.00 to 17.00 | 174 | 159 | 164 |
| 17.00 to 18.00 | 205 | 190 | 193 |

Padworth Lane – South of access. Weekday total traffic flows both ways

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 50 | 39 | 44 |
| 09.00 to 10.00 | 57 | 47 | 52 |
| 10.00 to 11.00 | 75 | 60 | 64 |
| 11.00 to 12.00 | 79 | 64 | 70 |
| 12.00 to 13.00 | 72 | 60 | 65 |
| 13.00 to 14.00 | 79 | 68 | 74 |
| 14.00 to 15.00 | 81 | 67 | 71 |
| 15.00 to 16.00 | 82 | 69 | 73 |
| 16.00 to 17.00 | 83 | 67 | 70 |
| 17.00 to 18.00 | 64 | 51 | 54 |

Padworth Lane – South of access. Weekend day total traffic flows both ways

7. Except for a few hours during the morning, the projected traffic levels are consistently below the levels approved with the original 2008 planning applications. This is due to the original expectation that there would be a throughput of 7,200 tonnes per annum through the site. It has however only been 1,500 tonnes per annum, which would have been recorded with the MCC. It is now expected that there will be 6,000 tonnes per annum. Compared to 2008, there will be increases in traffic generation up to 12.00. The biggest increases seem to be between 09:00 to 12:00 hours, but these hours are generally off peak with lower traffic levels overall compared to the 08:00 to 09:00 hours peak. I therefore have no concerns subject to the traffic modelling results for the peak hours.

8. To obtain a trend, for the A4 corridor, I have compared the 2017 traffic surveys to levels surveyed in 2004. For Padworth Lane, I have compared the 2017 levels to levels surveyed in 2007. It would seem that overall traffic levels have fallen in the area or at least remained at similar levels.

Traffic Modelling Results

9. The consultants AECOM arranged for updated traffic surveys at the following junctions. The weekday surveys were undertaken during February 2017, with a weekend undertaken during September 2017:
 - a. Padworth Lane / Site access
 - b. A4 / Padworth Lane
 - c. A4 Bath Road / A340 / Pips Way Roundabout
10. Junction 9 ARCADY and PICADY traffic modelling software was used to model the above junctions. In addition LinSig software was used to model the traffic signals over the Padworth Railway Bridge.
11. The following modelling scenarios have been provided:
 - a. 2017 base from the traffic counts and surveys
 - b. 2017 with development – 2017 base plus proposed changes
 - c. 2022 base – 2017 base plus traffic growth and committed developments
 - d. 2022 with development – 2022 base plus proposed changes
12. Within these scenarios, models have been provided for the weekday 08:00 to 09:00 AM and 17:00 to 18:00 PM peaks and Sunday 12:00 to 13:00 hour's peak.
13. The following committed developments are included within the 2022 models:
 - a. Lakeside, The Green, Theale (15/02842/OUTMAJ) – Proposed 325 residential dwellings
 - b. Woolhampton Quarry, Aldermaston (12/01220/MINMAJ) – Proposed mineral extraction site
 - c. White Tower Garden Centre, Aldermaston (17/01656/COMIND) – Proposed farm shop, butchery and plant centre
 - d. Land Between A340 and The Green, Theale (site reference THE009) – Housing Site Allocations DPD (2006-2026) (adopted May 2017), proposed 100 residential dwellings
 - e. Oil Pipeline Agency Site. Padworth Lane – Potential Oil Transfer Operations. 50 oil tankers in and out per day
14. I am content with the inclusion of these committed developments along with the expected overall traffic growth.

A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout

15. I have checked the traffic model, and even compared it to the model submitted with the White Tower Garden Centre, Aldermaston (17/01656/COMIND) for the proposed farm shop, butchery and plant centre. I would say that the road geometry input into the

model is less than I would have expected, but this has the advantage of providing a more robust model, as narrower lanes decreases capacity. The 2017 model compares well regarding traffic queue lengths compared with the lengths surveyed in 2017.

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|-------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| A4 Bath Road East | 2.4 | 1.7 | 1.8 | 2.4 | 2.5 |
| A340 | 13.8 | 8.6 | 9.4 | 36.3 | 39.7 |
| A4 Bath Road West | 33.7 | 30.5 | 33.6 | 70.2 | 73.3 |
| Pips Way | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout AM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|-------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| A4 Bath Road East | 1.0 | 2.3 | 2.4 | 3.3 | 3.4 |
| A340 | 19.9 | 18.9 | 19.6 | 70.8 | 71.9 |
| A4 Bath Road West | 11.8 | 11.4 | 11.7 | 31.3 | 31.9 |
| Pips Way | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout PM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|-------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| A4 Bath Road East | - | 0.7 | 0.7 | 0.9 | 0.9 |
| A340 | - | 0.5 | 0.5 | 0.9 | 1.0 |
| A4 Bath Road West | - | 1.7 | 1.8 | 2.5 | 2.7 |
| Pips Way | - | 0.0 | 0.0 | 0.0 | 0.0 |

A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout Sunday 12:00 to 13:00 peak

16. It is clear that there is already a traffic congestion issue at this roundabout at times during peak hours that will need to be addressed by the highway authority in the future. This issue was also picked up with the models for the White Tower Nursery (17/01656/COMIND) however the actual the development seems to have limited or no effect on the junction.

A4 / Padworth Lane junction

17. I have checked the models and concur with all figures input into the models

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|--------------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Left onto A4 | - | 0.6 | 0.7 | 0.8 | 1.0 |
| Right into Padworth Lane | - | 0.3 | 0.3 | 0.4 | 0.4 |

A4 Bath Road / Padworth Lane junction AM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|--------------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Left onto A4 | - | 1.1 | 1.2 | 2.0 | 2.2 |
| Right into Padworth Lane | - | 0.1 | 0.1 | 0.2 | 0.2 |

A4 Bath Road / Padworth Lane junction PM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|--------------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Left onto A4 | - | 0.2 | 0.3 | 0.2 | 0.3 |
| Right into Padworth Lane | - | 0.1 | 0.1 | 0.1 | 0.1 |

A4 Bath Road / Padworth Lane junction Sunday 12.00 to 13.00 peak

18. It would have been advantageous to have had some traffic queue survey results to have compared the models with, but I am confident that traffic queues at this junction are low on most occasions. The development seems to have a very limited impact.

Padworth traffic signals

19. I have checked the models and concur with all figures input into the models

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Southbound | - | 2.3 | 2.6 | 2.7 | 2.9 |
| Northbound | - | 1.5 | 1.7 | 1.7 | 2.0 |

Padworth Lane traffic signals AM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Southbound | - | 1.1 | 1.2 | 1.4 | 1.4 |
| Northbound | - | 2.3 | 2.4 | 2.7 | 2.8 |

Padworth Lane traffic signals PM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Southbound | - | 0.9 | 1.3 | 1.1 | 1.4 |
| Northbound | - | 0.7 | 1.1 | 0.9 | 1.3 |

Padworth Lane traffic signals Sunday 12.00 to 13.00 peak

20. It would have been advantageous to have had some traffic queue survey results, but I am confident that traffic queues at these signals are low on most occasions. The development seems to have a very limited impact.

Padworth Lane / Site access junction

21. This junction clearly operates well within capacity. Therefore no further checks have been made.

Conclusion

22. The projected traffic levels are generally below the level that was approved with the site with the original 2008 planning applications. With the original planning applications, the site was expected to have a throughput of some 7,200 tonnes, a level that was never actually achieved. With this proposal, it is now expected to have 6,000 tonnes. This is still less than what was originally envisaged and is shown within the traffic projections. The projected traffic levels are generally below the level that was originally approved with the original 2008 planning applications. There is however an increase during weekday mornings due to the proposal to open the site at 09:00 hours, however increases seem to be off peak during the morning when overall traffic levels are lower.
23. Access arrangements were approved with the original planning application and were carefully considered at that time. I consider that as the arrangements were acceptable for a throughput of 7,200 tonnes, they should be acceptable for 6,000 tonnes.
24. As the site is now exclusively for West Berkshire residents, the traffic distribution has been reconsidered. I have checked the traffic models and concur that the proposal will have a limited impact on the highway network, and would still be a lesser impact than the level approved with the 2008 planning applications.
25. The government's National Planning Policy Framework (NPPF) states that "*development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*" I consider that due to the reasons outlined above, there are no severe impacts with the proposal. I therefore conclude by raising no objection to the planning applications. As no physical changes are proposed, I also have no conditions to request

WBC Highways Consultant (WSP)

Initial comments:

1. INTRODUCTION

West Berkshire Council are in receipt of planning applications by Veolia for changes to the above Household Waste Recycling Centre (HWRC) at Padworth. WSP have been provided with the following documents and asked to provide an *independent* review of the submission proposals based on the following documents [for ease of reference I have given each a document reference, D1, D2 etc.]:

- Supporting Statement, June 2017, Veolia [D1]
- Environmental Statement Addendum, June 2017, Aecom [D2]
- Transport Review, September 2017, Motion (on behalf of Padworth Parish Council) [D3]
- Consultation Response, 29/8/17, Paul Goddard on behalf of WBC as Highway Authority [D4]
- Planning Consents:
 - 08/01166, June 2008, WBC [D5] and associated legal agreement [D6];
 - 09/02521, December 2009, WBC [D7]
 - 11/00923, May 2011, WBC [D8]
 - 13/01546, June 2013, WBC [D9]
 - 14/01111, April 2014, WBC [D10]

Some of the consented uses incorporate variations of the waste use proposed over time, including an In-Vessel Composting (IVC) Facility.

2. INFORMATION

I have requested information for any screening opinions, scoping requests and planning history; and have been advised that no further information was submitted prior/with the application being directed to the planning portal.

Motion offer a detailed review of the documents submitted and identify where information is omitted or absent. Respecting the Government's 'Planning Guarantee' I will contemplate how the planning authority might positively determine the application or request additional information; where appropriate offering a balanced opinion which can be used to inform the determination of the planning application(s).

3. INTERPRETATION OF PROPOSALS

The site benefits from an *extant* consent, based on an assumed capacity of 7,200 tonnes per annum (tpa), subject to a number of restrictions including the hours of opening. The S106 Agreement also includes planning obligations including contributions of £30,900 towards public open space in Padworth and £50,000 towards highway improvements on the A4 and A340 roundabout. I have been provided with a response from the Highway Authority [D4] but I do not have information relating to the spending of these contributions: it might be reasonable to assume that these monies have already been spent funding improvements to local infrastructure thus the Local Planning Authority is obliged to consider these measures positively and contemplate material changes that may have arisen in the interim.

The applications seeks to vary the type of waste/recycling operations and (HWRC) open hours to reflect changes across neighbouring authorities. Unfortunately many of the criticisms made by Motion on behalf of the Parish Council are true thus the following sections outline my attempts to reconcile the baseline data and forecasts incorporated into supporting documents:

Volume of Waste & Associated Operations

Veolia indicate that the existing HWRC generates *approximately* 1300tpa, 2015/16 (paragraph 3.4, D1) which is broadly consistent with some documents (1272 tpa, D2 paragraph 3.2.2) but differs from others (approximately 1,500tpa, D3,1.1 paragraph 2).

Various sections report that the existing use is operating around 15% of the consented use: the reported data suggests this could be quite different ($1272/7200 \text{ tpa} = 0.1767$ or 17.67%). As some baseline data appears to coincide with operational changes in HWRC uses across Berkshire the use of the more recent data ($\sim 2300/7200 \text{ tpa} = 0.3194$ or 31.94%) might be appropriate for some conversions of waste and associated traffic flows.

Baseline Data & Traffic Flows

The noise surveys were undertaken in April 2017 (7.4.1, D2). The Air Quality model is derived from local monitoring data (2016) and observed traffic data (February 2017, 1.5.1 D2, not a neutral month as defined by the Design Manual for Roads & Bridges (DMRB)) and seemingly converted to 2016 for air quality model validation. The use of and conversion of neutral month traffic flows (Average Annual Daily Total (AADT) and Average Annual Daily Flow (AADF) two-way) is normal practice. It is unclear why data sources/surveys were collected over different periods; this approach simply adds to

confusions in the documents and does not help transparency in the planning process contributing to the criticism levied by Motion and Padworth Parish Council.

The noise and air quality assessments contemplate traffic speeds within the assessments. Speeds are reported in miles per hour (mph, Appendix 1) and kilometres per hour (kph, Table 2, Appendix 2, D2) using the same numbers.

Comparing the Aecom data with the Motion data (Table 3.2, D4) it appears that all speeds should be *mph* thus the noise assessment should be corrected/repeated. Based on the statements of uncertainty (5.3, Appendix 2, D2) it might be reasonable to conclude that the baseline models are less accurate and may therefore offer an unsuitable basis for forecast years.

Veolia indicate that the existing HWRC generated the following traffic flows in September 2015 (paragraph 3.4, D1) highlighting seasonal variation was a factor.

- 10-50 vehicles per day (vpd) weekday; and
- 97-117vpd weekends

None of the descriptions of traffic movements are reported as one-way or two-way. Based on Appendix 1 it might be reasonable to interpret these as *one-way* traffic flows.

Forecasts

The proposals report that there is no change to the required operational staff numbers for the HWRC (D2, 3.3.1). If this statement is correct it might be reasonable to assume that other non-operational staff numbers might increase.

The S106 Agreement includes obligations to monitor and influence (staff) travel mode share. I have not been provided with Travel Plan monitoring reports so I am unable to comment on the scale of change that may have occurred (since 2009) or how targets might apply to future year assessments. It might be opportune to request this evidence also.

The ES explains (D2, 3.2.3) that the consented use (2008) was forecast to generate the following visits per day:

- 441 visits per day, weekday
- 1093 visits per day, weekend

The report explained that the consent use (7,200tpa) would reduce (to around 6,000tpa) incorporating variations in waste handling, similar to the Newtown Road facility in Newbury. Some of the forecasts (4.1.1 & 4.1.3, Appendix 2, D2) adopt different baseline or forecast skip/traffic figures therefore some elements of the development forecasts may be less reliable.

Across the ES Chapters (5-8, D2) forecast traffic flows appear consistent. Some related Chapters report on traffic effects (6.6.7, D2) highlighting that the consented development “...*would have a neutral effect on road traffic accidents*” and explains that the four minor accidents that have occurred since 2008 have been “...*dealt with in accordance with the Veolia Management System.*” I have not been provided with information relating to the Veolia Management System so I am unable to comment on any safety implications. I note some of the concerns expressed by Motion, flag concerns associated with maintenance of vegetation adjacent to the highway and its effect on visibility. The Highway Authority may

wish to contemplate pursuing maintenance obligations of such vegetation (under licence) some of which might fall upon the HWRC operator.

If the existing use is around 17% of capacity and the September 2015 data represents a slightly higher seasonal demand then it might be reasonable to estimate the following traffic flows. I believe these remain broadly consistent with those reported in the 2008 forecast:

- 57-283 vpd (one-way), weekday
- 549-662 vpd (one-way), weekend

The AADT is normally in the order of 91-92% of a typical weekday flow. The 2017 traffic flows on Padworth Lane (Appendix 1, D2) suggest that the difference between the 'with' and 'without' development scenarios are 420vpd (two-way).

Given the mix of confusing data sources the forecast AADT/AADF might be considered marginally below the likely average and thereby balancing the variations in seasonal data. Motion have completed a survey of the Newton Road facility which generates 1646vpd (two-way, Saturday) and 1718 (two-way, Sunday, Table 3.3 D4). Whilst Aecom/Veolia draw comparisons between the two HWRC elements of these waste sites, the capacities of the two facilities are quite different (Consent 06/00960 refers). Furthermore, whilst September is a neutral month (in network traffic terms, DMRB) it would be a seasonally high period for the HWRC use. Taking account of combined effect of changes it is reasonable for the Parish Council to be sensitive to traffic changes assessed in detail, e.g. Driver Stress and Delay in line with the Institute of Environmental Assessment (IEA) Guidelines³, but the overall magnitude of effects are likely to remain negligible in most cases.

Traffic Noise varies around 1-2dB/10kph thus the traffic flow/speed errors are unlikely to be significant but Air Quality is a lot more sensitive to changes in speed. In terms of comparisons between (correct) baseline conditions and forecasts (including the A4/A340 operation at capacity during peak periods) the development effects are still likely to be negligible but the cumulative effects might be more sensitive. It would be reasonable for WBC to insist that these assessments are repeated using correct data to examine the overall magnitude of effects.

Based on the descriptions of the areas to be served by the facility it appears that the HWRC would serve around 30-35,000 homes serving wards in the east of West Berkshire. The forecast traffic distribution appears to be based on existing traffic flows future traffic may differ as the use of the HWRC increases. Again, it would be reasonable for WBC to insist that these assessments are repeated based on an agreed traffic distribution but I expect the traffic flow changes will remain negligible in most cases.

Summary

There appears to be some inconsistencies in the calculation/reporting of traffic flows associated with the existing and proposed use. Based on the overall volumes of traffic involved these are unlikely to result in a significant change to the forecast effects of the development, considered further below.

4. ENVIRONMENTAL IMPACT ASSESSMENT

There is no requirement to complete a sequential test of alternative sites as available sites will have been contemplated as part of the emerging Minerals & Waste Local Plan. Section

4 (D2). Beyond this the application demonstrates that reasonable alternatives have been considered and dismissed.

The ES (Chapter 8, D2) does not follow the IEA Guidelines and associated sections of the DMRB5. The ES focuses on the differences between the consented use(s) and the proposals, seemingly scoping out elements of the Assessment based on the extant use. Based on the IEA Guidelines, authors are invited to adopt a degree of professional judgement on quantitative and qualitative matters; Aecom have applied a judgement (Table 8.2, D2) based on quantitative effects of traffic. Aecom/Veolia should have submitted a scoping opinion and, in response, I believe that the Council would be entitled to take a different view on qualitative effects of traffic changes, which may include a more detailed assessment of pedestrian and cycle amenity (for example).

Reflecting a similar view, Motion (D4) query some traffic flows and forecasts and highlight a number of issues that suggest they consider the scope as inadequate. In terms of the criticisms levied at the Aecom reports it might be reasonable to characterise most of these as identifying areas where 'sensitive receptors' might be affected and thus the thresholds of material change should be considered differently. The data used by Motion is more transparent and attempts to clarify some of the data presented and omitted in the Aecom reports.

Scoping exercises may be regarded as 'good practice' but the suite of reports suggest the application was prepared and submitted in some haste. The apparent haste seems to have translated into confusion in the production of baseline data and forecasts, sufficient to cast doubt over the assessment(s).

5. SUMMARY & RECOMMENDATIONS

Motion pose various questions about the information provided and omitted; I agree with most of their criticisms of the data provided which create confusion and uncertainty. Whilst I agree with many of their criticisms I do not believe these would substantially alter the overall conclusions in terms of effects being largely negligible but they are sufficiently material that they should influence the Council's determination of the application.

Based on the overall volumes of traffic involved and the magnitude of effects resulting from the (modified) development proposals I remain satisfied that the forecast effects of the development will remain *negligible* in most cases. Overleaf I have attempted to proffer alternative approaches to the determination of the planning applications:

- using additional powers⁶ available to it to impose a planning obligation to monitor and mitigate the effects of development; or
- requesting additional information based on a correctly scoped Environmental Statement, calculating neutral forecasts derived from nearby permanent traffic count sites

Relevant Policies:

- **Waste Local Plan for Berkshire**, Joint Strategic Planning Unit, 1998:
- WLP1 "*...considering proposals for waste management development...will have regard to... adverse impacts on humans and the natural environment.*"
- WLP27 "*Planning applications for waste management will only be permitted if the local Planning Authorities are satisfied that: ...the development and its associated traffic would not give rise to any unacceptable environmental impacts....*"
- **Core Strategy**, WBC 2012

- CS13 “Development that generates a transport impact will be require to... Improve and promote opportunities for healthy and safe travel... Minimise the impact of all forms of travel on the environment... Mitigate the impact on the local transport network...”

Positive Determination

Taking account of the estimated daily flow changes the resultant effects are likely to be negligible. The changes in flow patterns, compared with previous consents and resultant effects on some sensitive receptors, may be regarded as material thus the Local Planning Authority could determine the application(s) positively applying a planning obligation to monitor and mitigate the effects over 5-6 years. Such a condition could be worded:

Following the implementation of the development hereby approved the HWRC operators shall produce three biennial monitoring reports considering the environmental effects on the surrounding highway network which shall identify measures that remove, reduce or mitigate the effects of development traffic on the local transport network implementing such measures in accordance with a plans to be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the effects of development traffic are mitigated in accordance with Policy C13 of the Adopted Core Strategy and Policies WLP1 and WLP27 of the Waste Local Plan for Berkshire.

Scope

If the Local Planning Authority is minded to request additional information before determining the application it could agree the scope of the Environmental Statement based on the IEA Guidelines. In so doing the assessors may consider the magnitude of change based on quantitative assessment in traffic flows, generally regarded as:

- 0-30% Negligible
- 30-59% Slight/Low
- 60-89% Moderate/Medium
- 90%+ Significant

But in terms of the quantitative and qualitative assessment of changes the Local Planning Authority may consider the need for more detailed assessments of the following considering certain qualitative effects due to sensitive receptors (listed overleaf), with the study area which shall be first agreed with the Authority:

- Noise & vibration (often considered as part of the Noise chapter)
- Dust & dirt (often considered as part of the Air Quality chapter)
- Severance
- Pedestrian & Cyclist Delay
- Pedestrian & Cyclist Amenity
- Accidents & safety
- Driver stress and delay
- Hazardous and dangerous loads

In my opinion the study area is broadly acceptable but, responding to representations by the Parish Council, I agree that the distribution of traffic movements should be revisited so it is possible to examine some issues in more detail.

Within the study area it would be reasonable to consider the following as sensitive, requiring closer examination:

- Padworth Village Hall/Playground – pedestrian/cycle amenity;
- River Kennet Towpath/Crossing of Padworth Lane – severance, pedestrian/cycle amenity & delay;
- Severance, particularly pedestrian/cycle amenity & delay for access to/from A4 bus stops and Aldermaston Station; and
- Driver stress & delay, including Padworth Lane, A4/Padworth Lane and A4/A340 Roundabout.

Further WBC Highways Consultant (WSP) comments:

1. Introduction

Veolia have submitted a planning application for changes to the above Household Waste Recycling Centre (HWRC) at Padworth. West Berkshire Council (WBC) asked WSP to provide an *independent* review, offering an initial response taking account of representations made by Motion on behalf of the Parish Council. This memo provides a response to the additional information provided under Regulation 25 of the EIA Regulations and should be read alongside the previous WSP response dated 14 December 2017.

2. BACKGROUND

I have been presented with a number of documents both for and against the proposals. To inform the structure of my response I have considered these in chronological order as set out below:

- 5 March 2018, Padworth Household Waste Recycling Centre, Further Information in Response to Regulation 25 Request
- March 2018, Padworth Household Waste Recycling Centre – Environmental Statement Supplementary Note, AECOM
- 26 March 2018, Letter from Mr Dimond – for Veolia (UK) Ltd, the applicants
- 27 April 2018 Letter from Mr Russell, Motion – on behalf of Padworth Parish Council

To inform my review I note references to the previous Environmental Statement (ES) which supported the 2008 application along with subsequent consents (08/01166/MINMAJ, 09/02521/MINMAJ & 11/00923/MINMAJ), approved with planning obligations; These decisions noted at Informative 3:

- “The proposed facility has the potential to generate amenity impacts that would have an adverse effect upon nearby residential and educational areas. However it is considered that through the imposition of conditions and controls under other legislation, these impacts can be maintained at a satisfactory level.”

The more recent consent, 14/01111/MINMAJ, includes highway improvements (Condition 36) and a Travel Plan (Condition 14) broadly consistent with earlier consents. I understand the highway improvements have been completed to the satisfaction of the Local Planning and Highway Authority (LPA/LHA). I have not seen the Travel Plan or monitoring reports but trust these have been completed to the satisfaction of the LPA/LHA.

3. Interpretation of Proposals & Additional Information

Based on the above key documents and supporting data I would offer the following observations/opinions:

Regulation 25 Response

The Response provides further information, clarifications and corrections. The clarifications on traffic flows/speeds are helpful and highlight how small changes in traffic

could be regarded as material. It appears that Aecom concede that some links should be considered as sensitive receptors but retain their view that the magnitude of effect remain negligible for each of the six links considered. In some instances, for the reasons outlined below, I disagree but one must apply professional judgement and weigh the balance of material considerations so I have examined these further below.

ES Supplementary Note, AECOM

The Supplementary Note clarifies the basis for professional judgement in terms of ES scope, based largely on the 2008 ES. Pertinent to the planning balance and Informative 3 referenced in Section 2, I understand and accept the application of professional judgement to ensure the assessments are broadly comparable. For the reasons set out below I do not always agree with the receptor 'sensitivity' applied in the assessment and do not entirely agree with the applied 'magnitude of change' but I do agree with the concluding 'significance' and suggest this is a sensible basis to determine the application.

Letter from Mr Dimond, Veolia (UK) Ltd,

Mr Dimond provides a covering letter detailing the content of additional information. Notably Mr Dimond provides survey and other data used to inform the assessments, considered below.

- I accept that there are daily and seasonal variations associated with
- baseline conditions; and,
- the existing and proposed use(s).
- I agree the use of data is statistically representative; but,
- for the reasons outlined below, I generally agree with Motion on Magnitude of Change.

Letter from Mr Russell, Motion

In his letter Mr Russell reviews the additional information considered above. He raises a number of valid points:

- Visibility at the site access junction – Condition 38 (14/01111MINMAJ) required visibility splays to be provided in accordance with Drw. No. PS-ENB-08-5D based on a 20mph design speed. The (Motion) traffic survey was undertaken around 120m from the access identifying an 85%ile speed of 41mph, beyond the canal bridge; they also suggest the vast majority of traffic is local traffic and confirm there is no appreciable record of collisions at this point. I agree highway visibility is critical to road safety but for the reasons identified below it is not always appropriate to provide greater visibility or warning signs as this may contribute to increased speeds and crash risk.
- Highway visibility – The LHA have a statutory duty to maintain highways, preserving highway visibility is a critical part of maintaining road safety. Legal test cases have been upheld in the Lords¹ concluding a "...Council owed no private law duty to road users to do anything to improve..." visibility. "Drivers must take the highway network as they find it." Mr Russell maybe right that road users on Padworth Lane should exercise more caution I therefore agree with Mr Russell in terms of Condition 1 (vi) as a defined priority on Padworth Lane (Canal Bridge) should help reinforce speeds appropriate to conditions.
- Sensitive Receptors – I agree there are a number of sensitive receptors within or near the study area. Applying professional judgement one might adjust the thresholds applied when considering the magnitude of change.
- Changes in road traffic – Based on the IEA Guidelines assessors should consider the greatest change in traffic flows. As the baseline traffic flows are very low Motion may be correct, for some time periods (hours) on some days the magnitude of change may be greater than presented by the applicants. Compounding sensitive receptors, based on a comparison of the HWRC operating hours, one should note that for brief periods the level of change might be described as moderate/high for limited time periods – considered further below.

¹ Gorringe v Calderdale Metropolitan Borough Council

4. Planning Balance

Motion have striven to present the 'worst case scenario' based on the information provided and (IEA) guidance, seemingly aligned with the European Union Guidance but such a position fails to contemplate subsequent changes in legislation, court decisions and guidance (Rochdale Envelope² et al.). The IEA guidelines and associated section of the Design Manual for Roads and Bridges (Volume 11) has remained largely unchanged for 25 years and the LPA has a duty to positively determine planning applications, respecting the Government's 'Planning Guarantee'³.

Each party must apply professional judgement to the forecast scenario and weigh the planning balance of potential material considerations. By applying professional judgement Motion might contemplate worse cases in their assessment of the residual cumulative effect of development whilst Aecom might do the same and arrive at different conclusions. In my capacity as an independent professional I do not need determine the application but in delivering *independent* advice I can contemplate the previous LPA's decision which concluded that the extant use has the "...*potential to generate amenity impacts that would have an adverse effect...*" And, in determining previous applications, the LPA concluded "...*through the imposition of conditions and controls... these impacts can be maintained at a satisfactory level.*" As the planning test is a simple comparison between the consented use and the proposed changes I can conclude:

- Existing/Baseline conditions reveal some daily and seasonal variations;
- The proposed use(s) are also subject to daily and seasonal variations that will result in higher perceptions of change;
- The Applicant's ES under-estimates the sensitivity of some roads within the study area;
- The magnitude of change will in fact be material at times, largely because the baseline traffic flows are very low; but notwithstanding these,
- The significance of these changes remain low.

5. Summary & Conclusion

I have contemplated the evidence presented by both parties and conclude the significance of the proposed changes remains low. Motion seek to demonstrate that the development will effect pedestrian/cycle amenity and road safety, matters that have been considered before. In this context I note that the LPA has considered the waste use and, for various planning consents, concluded that the imposition of conditions and controls would ensure these are maintained at a satisfactory level.

Notwithstanding the conclusions of previous consents, the EIA Regulations 2017 introduced new powers to *monitor* EIA development and Motion have identified that speeds on Padworth Lane exceed those envisaged in previous years. The applicant is not responsible for the speed of traffic on the public highway and the LHA will prioritise its efforts and resources to addressing road safety risks as it sees fit.

Motion effectively advance a valid point which could be characterised to identify the proposals as an intensification of the use of an existing (sub-standard) access which the LPA must apply some weight however small the change in traffic flows.

Motion propose a series of obligations that are not without merit. Given the scale of change envisaged it might be unreasonable to modify the site access but to allow the

² <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2011/02/Advice-note-9.-Rochdale-envelope-web.pdf>

³ <https://www.gov.uk/guidance/determining-a-planning-application>

application without any mitigation could create an unacceptable precedent. On balance, I agree with Mr Russell's suggestions in terms of Condition 1 (vi, road signs at the canal and river crossings) would contribute to reductions in traffic speeds and thereby deliver a proportionate remedy to the magnitude of change. I am therefore satisfied that there are no reasons to prevent the proposals and would encourage the Authority to impose the following obligation:

- The development hereby permitted shall not be brought into use until traffic signs and road markings on Padworth Lane have been delivered in accordance with plans to be submitted and approved in writing by the planning Authority
- REASON: To preserve and enhance Road Safety and Pedestrian/Cycle Amenity on Padworth Lane.

Further WBC Highways Consultant (WSP) comments:

1. INTRODUCTION

Veolia have submitted a planning application for changes to the above Household Waste Recycling Centre at Padworth, offering updates/additional information. West Berkshire Council (WBC) asked WSP to provide an *independent* review, offering an initial response taking account of representations on behalf of the Parish Council. This memo notes the Aecom letter of 11/5/18 and contemplates the Aecom Briefing Note, Dated May 2018, examining the distribution of vehicle movements associated with the proposed Household Waste Recycling Centre application.

2. FORECAST DISTRIBUTION

The Aecom briefing note outlines a methodology to assign traffic to routes based on geographic home location and travel time, based on the (2011) Census. I agree that the Census is possibly the most comprehensive data-source but it is rapidly becoming dated and subtle variations might be reflected by developments in/near the spatial areas, contributing to negligible variations.

I do recognise why the Highway Authority is more sensitive to flow variations, as the roundabout is forecast to be close/above capacity during certain periods. Even though the change in traffic is very small the A340 and A4 (west) in the AM peak period and A4 (east) in the PM period are forecast to operate around capacity thus small increases could result in longer queues or greater risk taking (gap acceptance) at the roundabout.

I also agree that the methodology for the (manual) assignment of vehicle trips is logical based on spatial areas rather than wards. This provides a useful distinction in traffic distribution over the highway network. I attempted to recreate/reconcile the journey time of locations in Thatcham to the Newtown and Padworth sites, judging that areas to the northeast/east Thatcham may use Padworth whilst parts of south and west Thatcham might use Newtown. These distribution sensitivities are more critical for Thatcham and might ultimately contribute to flow variations at the A4/A340 roundabout (noted above). Whilst I very much doubt that pass-by trips would occur to a waste recycling centre to any meaningful extent, onward travel may influence trip patterns in more distant areas like Compton/Hampsted Norries as some residents might attempt to combine / link other trip purposes.

3. SUMMARY & CONCLUSION

It is apparent that some professional judgement has been applied to traffic distribution which might vary by time of day. Examining the magnitude of change, even contemplating typical traffic, noise and air quality sensitivities, I am satisfied the level of change is still

negligible. For this reason I remain satisfied that the proposals are negligible in environmental terms.

Environment Agency:

No response

WBC Environmental Health:

Initial comments

With reference to variation of condition 7 Hours of Operation

This application relates to 17/01684/MINMAJ and the issues (noise and air quality) are the same so I refer you to my response recently submitted.

I am satisfied that there will be no significant noise and air quality impacts associated with extending the hours of operation. I therefore have no objections to this application.

Comments on associated application 17/01684/MINMAJ:

1. Identified Environmental Health issues relevant to Planning

Noise

Air Quality including odour

2. Conclusion

Noise

It is expected that provision of a facility to enable the receipt of non-recyclable waste will increase the number of vehicle movements into and out of the site, It will intensify the use of the existing Household Waste Recycling Facility (HWRF) and will therefore increase the amount of noise arising. The number of skip changes at the existing HWRF, for example is likely to increase from 2 to 3 a day to 8 to 12 changes per day

I have reviewed the noise and vibration chapter of the submitted Environment Statement Addendum (AECOM June 2107) which concludes that there will be no significant impact arising from the predicted intensification of use. Noise from vehicles travelling from the Bath Road to the site entrance is predicted to cause a 'minor adverse' (not significant) noise impact and there will be no perceptible increase in noise at the nearest noise sensitive residential premises arising from the increased use of the HWRF. I have been to the nearest residential dwelling to assess the existing level of noise and could hear no noise from the site during my visit.

I am satisfied that there will be no significant noise impact arising from this proposed change of use

Air Quality

Air Quality is discussed in Chapter 5 of the Environment Statement Addendum. The assessment concludes that there will be no significant change in Air Quality in the vicinity of the site arising from the increase in number of vehicles movements. A small increase in the annual mean nitrogen dioxide concentration at Padworth Village Hall and at a residential property in The Crescent is predicted but this would not generate significant adverse effects. I have reviewed the assessment methodology and I am satisfied with the conclusions reached.

Odour and bio aerosols arising from the storage and movement of non recyclable waste have also been considered. As stated in the report control of odour is already subject to current action plans and on-going sampling. The report concludes that *there is no change in the nature of the risk associated with fugitive emission, odour and bio aerosols as a result of the revise HWRC*.

I have visited the site and noted that non-recyclable waste is already accepted and processed at the site. The non – recyclable waste that will be deposited in skips will be taken at regular intervals from the HWRC into existing buildings on the site where existing controls to prevent odour and fugitive emission are in place. I am therefore satisfied with and agree the conclusions reached in the submitted report.

3. Recommendation (with conditions if appropriate):

I have no objections to this application

WBC Environmental Health further comments:

I have reviewed the AECOM responses to questions raised in response to Regulation 25 request.

Request 1

There was a question raised about the use of kilometres per hour instead of miles per hour for traffic speed and whether there would be an impact on the conclusions reached by the noise and air quality assessments. It is acknowledged that the use of KPH in Appendix 2, Table 2 was a typographical error only and that there would be no impact on the conclusions reached. I accept that this is the case.

Request 2

Questions have been raised about the traffic flow data. The data has been reviewed and it has been concluded that the traffic data used in the noise and vibration chapter was correct. Therefore, there would be no impact on the conclusions reached in the noise and vibration chapter. I accept this statement.

It has been confirmed the 1579 value referred to in Appendix 1 relates to AADT. The development traffic figure has been confirmed as correct for AAWT but not AADT. An inconsistency has been identified regarding the predicted development traffic which results in an increase in predicted two way traffic flow equivalent to 49 light duty vehicle movements per day. 39 on Padworth Lane north of the site and 10 south of the site. I accept that the predicted percentage increase in the movement of light duty vehicles will not have a significant effect on the overall outcome of the air quality assessment and there is no risk that there would be a breach of local air quality objectives on Padworth lane.

WBC Environmental Health further comments:

I have reviewed the AECOM Briefing Note (May 2018) which assesses the revised traffic distribution proposed by WBC. The note compares the revised distribution with the existing transport assessment and the results are presented in Table 1. This table shows that a lower proportion of traffic is assigned to the A340 Basingstoke Road and a higher share allocated to the A4 Bath Road East.

The changes in traffic flow resulting from the revised distribution (presented in Table 2 of the note) show that a minimal impact is predicted, with a maximum increase of four vehicle movements (two visits to the site) on the A4 Bath Road East.

The slight increase in predicted traffic flow will have no significant impact on the conclusions reached in the air quality and noise impact assessments submitted to support these applications and I remain confident there will be no significant impact on amenity or local air quality as a result of these applications.

CLH Pipeline System Ltd.

Thank you for your enquiry dated 28th March 2018. We can confirm that our client's apparatus, the CLH Pipeline System – Energy Act 2013 (CLH PS), may be affected by your proposals as indicated on the attached plan(s). The plan(s) supplied are intended for general guidance only and should not be relied upon for excavation or construction purposes. No guarantee is given regarding the accuracy of the information provided and in order to verify the accurate location of the pipeline in conjunction with your proposals you should contact, to arrange a site visit.

When contacting Central Services, please quote the File Ref/Unique Number given at the top of this letter, which is specific to this enquiry. Please note that you should contact Central Services within 28 days of the date of this letter in order to validate this enquiry otherwise it will become void.

You should note that the interests of the CLH Pipeline System are conserved by means of the Energy Act 2013, in particular Part IV of the Act, and other legislation such as the Pipeline Safety Regulations 1996. It is, however, the Energy Act 2013 that prohibits any development and most intrusive activities within the Easement Strip without specific consent from CLH Pipeline System.

CLH Pipeline System Easement Strips are 6 metres wide and can incorporate other associated CLH Pipeline System facilities.

Central Services will be able to provide guidance on the required procedures for entering into a Works Consent and provide confirmation on permitted development and intrusive activities.

The whole process of obtaining Works Consent can take between four and six weeks depending on circumstances at the time of application.

To reiterate, you should not undertake any work or activity without first contacting the CLH Pipeline System Operator for advice and, if required, Works Consent. For your additional information please visit <http://www.linesearchbeforeudig.co.uk/index.php/useful-info>, standard requirements for working/crossing the CLH Pipeline System – Energy Act 2013.

You should also be aware that landowners and third parties have a duty of care not to carry out any works that have the potential to damage CLH Pipeline System apparatus. This duty of care applies even if the works themselves are situated more than 3 metres from the pipeline. Examples of such works are mineral extraction, mining, explosives, piling and windfarms.

Please note that implementation of any unapproved work that affects a CLH Pipeline System Easement Strip may result in serious consequences in terms of health and safety, expense and other attendant liabilities. In such cases it is the perpetrator of the act, together with any other promoting organisation, that shall be held fully accountable for any resulting damage.

Officer note: No physical development, construction or intrusive works would be undertaken in association with this development. The HWRC lies well outside the Easement Strip for the Pipeline.

Canal and River Trust:

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that “living waterways transform places and enrich lives”. We are a statutory consultee in the development management process.

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015. Based upon the information available we have the following general advice to offer: We ask that the Highway Authority consider when an extension of operating hours will result in extra heavy traffic using the nearby swing bridge over the canal we would wish to discuss the proposal further with the council. Any additional HGV use will be of concern to the Trust as it may increase maintenance costs and the costs of repairs following bridge strikes.

The Trust ask the Highway Authority to consider the impact of this proposal on the bridge and consider whether any additional traffic regulations or restrictions, over and above the existing no right turn signs, are needed to prevent such usage or whether other improvements, such as CCTV cameras are necessary to protect our infrastructure.

Officer note: Veolia has indicated that the proposed developments would likely result in 1 extra HGV load (2 movements) per day, and as stated there are ‘no right turn’ signs at the entrance, therefore the impact of additional HGVs on the canal bridge is not considered to be an area of concern.

Natural England:

Natural England currently has no comment to make on the variation of condition 7.

Emergency Planning:

I have reviewed this application and note that it is in the outer area for consultation for AWE Aldermaston and adjacent to part of the Petroleum Storage Depot site, which is not subject to the COMAH regulations.

Having regard to the proposals and the potential impact on the AWE Off-Site Emergency Plan and the potential issues relating to the PSD site I have **no adverse comments** to make.

Office for Nuclear Regulation:

I have consulted with the emergency planners within West Berkshire Council, which is responsible for the preparation of the Aldermaston off-site emergency plan required by the Radiation Emergency Preparedness and Public Information Regulations (REPPiR) 2001. They have provided adequate assurance that the proposed developments can be accommodated within their off-site emergency planning arrangements.

The proposed developments do not present a significant external hazard to the safety of the nuclear site.

Therefore, ONR does not advise against these developments.

HSE Web application advice:

Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

National Planning Casework Unit:

No comment

Transport Policy: No response

Planning Policy: No response

WBC Trees: No response

WBC Ecology: No response

Thames Water Utilities: No response

Network Rail: No response

Ministry of Defence: No response

WBC Sustainable Drainage: No response

3.2 Representations

Total: 5 Object: 5 Support: 0

Officer note: Some of the issues raised relate to an increase in traffic which is likely to be linked more to the associated 'receipt of non-recyclable waste' application rather than this 'change in opening hours' application. However, as discussed in 6.3 below and throughout this report the applications are associated, and for completeness issues which are more

likely to arise as a result of the associated development have been summarised below where they have been raised in representations on the 'change in opening hours' application.

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

Highways Issues (some of these concerns also relate to impact on amenity):

- Opening times should not coincide with rush hour or pick up / drop off times for nursery schools
- Rectory Road is already used as a 'rat run' and is already seriously over loaded at peak rush hour times, not only in volume but by vehicles exceeding a safe speeding limit
- More traffic on Rectory Road and Padworth Lane which are extremely narrow due to residents from Burghfield and Mortimer being more likely to use the site
- Queried as to whether the canal bridge can support the weight of increased and heavier refuse vehicles
- Cumulative traffic impact with 2 nursery schools and Padworth College in the area and large volume of traffic accessing nursery schools via A4 and Padworth Lane
- Nursery students cross the lane to use other facilities and Padworth college students walk on Padworth Lane
- Closures on the A340 Aldermaston Road bridge sometimes mean traffic being diverted onto Padworth Lane/Rectory Road overloading the road network further
- Concern that increased traffic could cause cars to back up onto the A4 and cause other traffic problems on the A4
- Speed limit should be put in place on Padworth Lane / Rectory Road
- Queried as to whether the applicant should be asked to fund 'improvements' including on road network to the south such as additional signage, speed restrictions; traffic calming, more passing bays, access restrictions
- Concern over the canal bridge being closed and traffic building up rapidly from both directions with no escape route
- Queried as to whether the 'no right turn' sign at the entrance is a legal order
- Concern that where vehicles want to exit the facility and travel south on Padworth Lane they are required to either turn on private land such as the Village Hall carpark, or go onto the A4, around the roundabout and then turn right into Padworth Lane, before travelling past the facility again and across the canal bridge
- Queried as to how speed limits could be enforced and managed,
- Queried as to how the no right turn sign can be enforced as it is frequently ignored now
- Change the site access to force all traffic using the site to access and depart from the direction of the A4 only
- View put forward that the existing access compromises safety
- Padworth Lane / Rectory Road:
 - used by walkers, horses, cyclists
 - has no footpaths or street lighting
 - has several blind corners and single-track bridges with no warning or 'Priority' signs.
 - is not safe currently without any extra traffic
- potential additional movements of very large lorries to remove the extra household waste

Policy considerations:

- The primary purpose for the existing condition restricting opening hours was in relation to neighbouring harm. Policy OVS.5 is a 'saved' policy in the local plan and therefore still material to the current proposal.
- Site is outside the settlement boundary and is not a Protected Employment Area
- The NPPF requires that the three arms of sustainable development (economic, environmental and social) be sought 'jointly and simultaneously' through the planning system. It is not considered that the proposal meets the environmental and social requirements of sustainable development, nor that the economic benefits outweigh the other two.
- No good reason why a decision should deviate from adopted planning policies

Amenity impacts:

- Longer operating hours would result in significant noise and disturbance to residents to the detriment of their private amenity, especially as the hours are proposed to extend into the much-valued quieter days of Sunday, bank and public holidays.
- risk of smell from household waste

Assessment:

- traffic survey carried out on behalf of Veolia has not taken into consideration that traffic goes both ways north and south and doesn't simply enter the Veolia plant from the north/A4
- queried whether impacts on road network to the south have been properly considered, particularly Rectory Road and Padworth Lane
- It is considered that since 2008, the use of the site has incrementally expanded, with each proposal cumulatively increasing harm.
- the development has not adequately assessed the effect of the development on highway safety, and should include a cumulative assessment of other planning permissions.

Other issues:

- waste sites should be open and available to any householder in any district without restriction.

4 Policy and Procedural Considerations

- 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, and the West Berkshire Local Transport Plan, 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)
 - West Berkshire Local Transport Plan (2011-2026)
- 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;
 - ADPP6: The East Kennet Valley
 - CS5: Infrastructure Requirements and Delivery
 - CS9: Location and Type of Business Development
 - 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.

Environmental Impact Assessment

- 4.8 The application has been considered under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the EIA Regulations). The application has been submitted with an Environmental Statement and has been considered as EIA development.
- 4.9 For clarity the *Environmental Statement Addendum for Padworth Sidings, West Berkshire Preparatory Works and Integrated Waste Management Facility 2008 Environmental Statement [ES addendum]* and further information provided under Regulation 25 of the EIA Regulations, assesses the impacts of this application in conjunction with an application to extend the range of wastes that can be brought to the HWRC to include non-recyclable/mixed waste.
- 4.10 The aforementioned ES addendum and further information provided are considered to be an Environmental Statement for the purposes of the EIA Regulations in that they include the information reasonably required for reaching a reasoned conclusion on the significant effects of the development on the environment, taking into account current knowledge and methods of assessment.
- 4.11 For clarity, for the purposes of this report the term Environmental Statement will be used in the place of ES addendum.

5. Description of Development

- 5.1 The application seeks to amend the opening hours of the Household Waste Recycling Centre (HWRC) which is situated within the wider Padworth Integrated Waste Management Facility (IWMF). Condition 7 of 14/01111/MINMAJ (the substantive permission) currently states:

Hours of operation (HWRC)

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

1230 - 1830 Monday to Fridays

0730 - 1830 Saturdays, 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.

It is proposed to allow the facility to open on weekday mornings and the amended condition would read:

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.

5.2 The wider Integrated Waste Management Facility (IWMMF) is located to the east of the main residential area of Aldermaston Wharf, and 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 IWMMF are the Kennet and Avon Canal and towpath, while beyond the canal is a worked out mineral void which is now a water body. To the immediate northeast of the IWMMF 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 IWMMF are residential properties that form the outskirts of the residential area of Aldermaston Wharf.

5.3 The vehicular access to the IWMMF 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 IWMMF site and follows the northern boundary before sweeping southwards along the eastern boundary.

5.4 There are residential properties in close proximity to the IWMMF, the closest of which, Venture Fair (to the west), abuts the IWMMF 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.

6. Consideration of the Proposal

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

- The role of the West Berkshire Council
- Two applications forming one project
- The principle of the development
- Traffic and transport
- Air quality, odour and bio-aerosols
- Noise
- Impact on amenity
- Community and social
- Alternatives
- Need for the development
- Points of clarity
- Suggested conditions
- Sustainable development
- Conclusion

6.2 The role of the West Berkshire Council

6.2.1 It is important that a distinction is made between the different statutory functions of West Berkshire Council as Waste Planning Authority and West Berkshire Council as Waste Management Authority. West Berkshire Council is both the Waste Management Authority (Waste Collection and Waste Disposal Authority) and the Waste Planning Authority for its administrative area.

6.2.2 These are very separate functions that are carried out by different departments within the Council. It should also be noted that this application has not been submitted by the Waste Management Authority. It has been submitted by Veolia ES West Berkshire Limited, who have been awarded the waste management contract for West Berkshire.

6.2.3 The role of the Waste Planning Authority is to independently determine any planning application for development proposals submitted within their area.

6.2.4 The role of the Waste Management Authority is to manage the municipal waste generated in West Berkshire and, as part of this function, meet targets for types of waste management.

6.3 Two applications forming one project

6.3.1 Made in conjunction with this application is another application that is before this committee for determination (ref 17/01684/MINMAJ) seeking to extend the range of wastes that can be brought to the HWRC to include non-recyclable/mixed waste. These two applications together form one 'project' and have been considered as such, both by the applicant in the submission, and by WBC officers in terms of assessment. Notwithstanding this, two separate reports are being produced and there will ultimately be two separate resolutions and planning decision notices issued.

6.4 The principle of the development

- 6.4.1 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.
- 6.4.2 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 and the facility would be open on weekday mornings rather than just in the afternoon on weekdays. For this reason the principle of the development is already established and is therefore considered acceptable.
- 6.4.3 Clearly when assessing development proposals, depending on the type of development, certain parts of the development plan will be more relevant than others. As this is a waste proposal on a permanent waste facility, WLP11 is quite rightly given a substantial amount of weight in the policy assessment. Reference has been made to the site not being within the settlement boundary or a Protected Employment Area, and that the development would not be compliant with ADPP1 and CS9. ADPP1 states inter alia, that most development will be within or adjacent to the settlements included in the settlement hierarchy, and that the majority of development will take place on previously developed land. ADPP6 generally directs economic development to Protected Employment Areas, however also broadly indicates that any development should respond positively to the local context. The fact that ADPP1 refers to ‘most’ development implies that this is not a hard and fast rule in all situations. CS9 stipulates that proposals for industry, distribution and storage uses will be directed to the District’s defined Protected Employment Areas, and existing suitably located employment sites and premises. CS9 further states that proposals for business development should be in keeping with the surrounding environment, and not conflict with existing uses. As previously stated, the site is an existing, permanent waste management facility and the proposal is for a waste development, therefore in principle the development is considered to be acceptable.

6.5 Traffic and Transport

- 6.5.1 As already stated this application to extend the opening hours at the HWRC to include weekday mornings is made in conjunction with another application which, if approved would allow the receipt of non-recyclable waste at the HWRC. It is acknowledged that as a result of these proposals there would be an increase in the volume of traffic accessing the HWRC. The Transport Report and Environmental Statement jointly consider the traffic and transport impacts of both the proposals. As the number of vehicle movements will be directly linked to the tonnages of waste received in an HWRC, more information is provided below on how the tonnage of waste and associated vehicle movements were considered by the applicant and WBC officers.
- 6.5.2 Until 30 June 2016 members of the public at the eastern end of West Berkshire could have chosen to use the Smallmead HWRC in Reading to dispose of their

waste but this reciprocal arrangement between the councils has now been withdrawn. The applicant has indicated in the provided Supporting Statement that a survey undertaken in September 2014 showed that at that time there was circa 4,800 tonnes of waste per year from West Berkshire residents being deposited at the Smallmead HWRC. Similar arrangements also existed for Hampshire residents from the Tadley area who have used Padworth HWRC as an alternative to using the HWRC in Basingstoke. This arrangement was withdrawn on 26 September 2016 and the use of the Padworth HWRC is now restricted to West Berkshire residents. Based on a survey in September 2015 waste from Hampshire residents was approximately 41% of the input to Padworth. In 2015 / 2016 this would have resulted in approximately 500 tonnes coming from Hampshire residents.

- 6.5.3 The applicant has indicated that while some of the waste displaced from Smallmead HWRC might be taken to the Newtown Road HWRC in Newbury, it seems likely, given the proximity, that the majority would be taken to the Padworth HWRC. This seems logical and therefore as a result of these two changes it is likely that a net tonnage increase in the order of 4,000 to 4,500 tonnes per annum to the Padworth HWRC could be expected. Based on the survey information future tonnage throughput could therefore increase to between 5,000 and 6,000 tonnes per annum.
- 6.5.4 With regard to determining an average volume of waste per car which projected vehicle movements could be derived from, the applicant has indicated that this was established through surveys of the Newtown Road HWRC and Padworth HWRC, undertaken by the Waste Collection Authority during the same week of September 2015. The survey undertaken at Padworth observed that 0.061 tonnes per trip (i.e. load) were deposited, while at the Newbury HWRC the average deposits per trip were 0.058 tonnes. The lower 0.058 (58kg) was used in the applicant's assessment, as this results in a higher number of trips overall and it is agreed therefore that this provides a more robust assessment. The applicant has also stated that September was chosen as this represents a median month for waste inputs to HWRCs and also above the average level of monthly waste inputs. It is considered that this is a suitable approach and that seasonality is therefore accounted for within the data used.
- 6.5.5 From data derived from the September 2015 survey at the Newbury HWRC, it was established that 64% of trips occur on weekdays with 36% over weekends. It is expected that as a result of this and the associated application there would, on average per weekday be circa 211 extra car trips to the HWRC, while on a Saturday or Sunday there would be circa 249 additional HWRC trips. This compares with the current weekday and 'weekend day' trips of 43 and 116 respectively. WBC Highways are satisfied with the forecast traffic levels.
- 6.5.6 WBC Highways had queried the traffic distribution provided within the applicant's Transport Report which was 55% A4 East, 15% A4 West, 20% Padworth Lane and 10% A340. Through WBC Highways' own modelling a distribution of 73.4% A4 East, 12.8% A4 West, 11.4% Padworth Lane and 2.5% A340 had been calculated. In response the applicant reassessed distribution providing the supporting data and subsequent calculations. The distributions of 62.8% A4 East, 18.1% Padworth Lane 15.0% A4 West, and 4.1% A340 were subsequently agreed by WBC Highways.

- 6.5.7 Traffic surveys were undertaken at the following junctions, the weekday surveys being undertaken during February 2017, with weekend surveys undertaken during September 2017:
- Padworth Lane / Site access
 - A4 / Padworth Lane
 - A4 Bath Road / A340 / Pips Way Roundabout.
- 6.5.8 WBC Highways were satisfied with these junctions being modelled and this was undertaken factoring in consented developments. Regarding the A4 Bath Road / A340 / Pips Way Roundabout, it is acknowledged that there is already a traffic congestion issue at times during peak hours, however the actual development seems to have limited or no effect on the junction. Considering the A4 / Padworth Lane junction, the development also seems to have a very limited impact. The Padworth Lane / Site access junction is considered to clearly operate well within capacity, while the development is also shown to have very limited impact on the Padworth traffic signals.
- 6.5.9 Padworth Parish Council's transport consultant has indicated that no Transport Assessment was provided in support of the applications, however for the avoidance of doubt the submitted Transport Report is considered to be a Transport Assessment.
- 6.5.10 The applications were submitted with an Environmental Statement which has a Traffic and Transport chapter within it. Padworth Parish's consultant has criticised the Environmental Statement indicating that it is not fit for the purpose of assessing the environmental impact of road traffic arising from the applications, and that further information and assessment is required. The Parish's consultant indicates that there are significant anomalies within the ES, and has concerns specifically about road safety at the access to the facility; road safety on Padworth Lane south of the Facility; environmental impact associated with changes in road traffic; and peak hour impacts of the applications. The Parish's consultant submits that impacts arising from increases in road traffic would be felt along Padworth Lane / Rectory Road and therefore traffic management measures should be employed in this area as mitigation. The suggested measures are set out in the 'suggested conditions' section of this report.
- 6.5.11 A transport consultant was commissioned by the Council to independently review the Traffic and Transport chapter in the Environmental Statement. This resulted in further information and clarification being requested in regard to the environmental impacts of the traffic associated with the development. Following the provision of such information, the Council's highways consultant has indicated that although the 'receptor sensitivity' and the 'magnitude of change' applied are not always agreed with in the Environmental Statement, the concluding 'significance' is agreed and it is suggested that this is a sensible basis upon which to determine the application.
- 6.5.12 The Council's highways consultant indicates that the Parish's consultant has striven to present the 'worst case scenario' based on the information provided and (IEA) (now IEMA – Institute of Environmental Management and Assessment) guidance, seemingly aligned with the European Union Guidance, and acknowledges that such a position fails to contemplate subsequent changes in legislation, court decisions and guidance. The IEA guidelines and associated section of the Design Manual for Roads and Bridges (Volume 11) has remained largely unchanged for 25 years. It is

considered that by applying professional judgement the Parish's consultant might contemplate worse cases in their assessment of the residual cumulative effect of development whilst Veolia's consultant might do the same and arrive at different conclusions.

6.5.13 The Council's highways consultant concludes inter alia, that:

- Existing/Baseline conditions reveal some daily and seasonal variations;
- The proposed use(s) are also subject to daily and seasonal variations that will result in higher perceptions of change;
- The Applicant's Environmental Statement under-estimates the sensitivity of some roads within the study area;
- The magnitude of change will in fact be material at times, largely because the baseline traffic flows are very low; but notwithstanding these,
- The significance of these changes remain low.

6.5.14 The Council's highways consultant has not recommended mitigation with the exception of signage at the canal and river crossings, indicating that this would contribute to reductions in traffic speeds, thereby delivering a proportionate remedy to the magnitude of change. With regard to the canal bridge, the reasoning for this is stated as being sub-standard visibility to the south from the site access. Notwithstanding this, it is acknowledged by the Council's consultant that although highway visibility is critical to road safety, it is not always appropriate to provide greater visibility or warning signs as this may contribute to increased speeds and crash risk.

6.5.15 However, no mitigation is considered to be necessary by WBC Highways. Regarding the southward visibility at the site access, it is understood from WBC Highways that speeds on the canal bridge of traffic travelling in a northerly direction were measured as approximately 19mph in 2008, and there is no reason to think that this would have changed due to the physical constraints of the bridge. The sight lines are compliant in the context of this speed. For this reason no mitigation in the form of signage at the canal bridge is considered to be necessary.

6.5.16 Hypothetically if this application to amend the opening hours was approved, and the associated application to allow the receipt of non-recyclable waste was refused, the impacts would likely be different to those predicted in the Transport Report and the Environmental Statement. There potentially would not be the same increase in vehicle numbers. However, the assessments provided by the applicant considered the impacts of the applications jointly.

6.5.17 The West Berkshire Local Transport Plan (2011-2026) (LTP) is a statutory document and a material consideration, however it is not part of the development plan. LTP K2 Minimising Congestion is of particular relevance in terms of the highways impacts of the associated developments.

6.5.18 Policy CS13 of the Core Strategy and TRANS. 1 of the Local Plan are considered relevant to traffic and highway implications, while CS5 is concerned in part with the identification of requirements for infrastructure provision and services for new development. CS13 sets out the requirements for development that generates a transport impact, although it is stated that proposals may not be required to fulfill each criterion. The most relevant parts of CS13 in regard to this proposal are considered to be: *Minimise the impact of all forms of travel on the environment and*

help tackle climate change; Mitigate the impact on the local transport network and the strategic road network; and Prepare Transport Assessments/Statements and Travel Plans to support planning proposals in accordance with national guidance.

- 6.5.19 The environmental impacts have been considered in the submitted Environmental Statement and Transport Report, and are deemed to be acceptable without the need for additional mitigation.
- 6.5.20 CS13 and WBC's Highways consultant make reference to Travel Plans, and therefore the provisions of the Travel Plan for the Padworth IWMF (approved under 14/01111/MINMAJ) are considered here. The key objectives of this Travel Plan are to minimise the use of single occupancy vehicles for staff and visitor travel; and to manage operational traffic so as to minimise its impact. The nature of the HWRC however, is such that the private motor car would be the main vehicle of choice, and public transport and car-sharing to access the HWRC would not be practical. It has been forecast that this application in conjunction with the application to allow the receipt of non-recyclable waste would result in one additional HGV trip (2 movements) per day, therefore the impact on operational HGV traffic would be negligible. Similarly, the applicant has indicated no changes in employment would result from the proposals, therefore again the developments would have no bearing on employee travel.
- 6.5.21 TRANS1 states inter alia, that the transportation needs of new development should be met through the provision of a range of facilities associated with different transport modes including public transport, walking, cycling and parking provision. In a similar vein to the relevance of a Travel Plan to these proposals, the nature of an HWRC is that the private car would be used. This policy could potentially be seen as relevant in providing mitigation for walkers and cyclists for example, however mitigation is not considered necessary for the reasons outlined above and in 6.13 below.
- 6.5.22 WBC Highways have no objections to the development and the WBC Highways consultant agrees that any highways impacts would not be significant. This development is considered to align with CS13 and TRANS1.

6.6 Air quality, odour and bio-aerosols

- 6.6.1 Within the provided Environmental Statement which considers the impacts from this and the associated application jointly, is an air quality assessment which concludes that there will be no significant change in air quality in the vicinity of the site arising from the increase in the number of vehicles movements. The assessment indicates that there would be a small increase in the annual mean nitrogen dioxide concentration at Padworth Village Hall and at a residential property in The Crescent but it is not considered that this would generate significant adverse effects. WBC Environmental Health have reviewed the assessment methodology and are satisfied with the conclusions reached.
- 6.6.2 An inconsistency was identified regarding the predicted development traffic which resulted in an increase in predicted two way traffic flow equivalent to 49 light duty vehicle movements per day: 39 on Padworth Lane north of the site and 10 south of the site. It is considered that the predicted percentage increase in the movement of

light duty vehicles would not have a significant effect on the overall outcome of the air quality assessment and there is no risk that there would be a breach of local air quality objectives on Padworth Lane.

- 6.6.3 Although this relates to the receipt of non-recyclable waste more than the opening hours, as discussed the applications are associated, and for completeness impacts from odour and bio aerosols are considered in this report. It is noted that while non-recyclable waste is not currently accepted at the HWRC, it is already accepted and processed within the wider site. The non-recyclable waste deposited in skips would be taken at regular intervals from the HWRC into existing buildings on the site where existing controls to prevent odour and fugitive emission are in place. For these reasons the conclusions reached in the submitted report are considered satisfactory.
- 6.6.4 Hypothetically if this application to amend the opening hours was approved, and the associated application to allow the receipt of non-recyclable waste was refused, the air quality impacts would potentially be different to those predicted in the Environmental Statement. There potentially would not be the same increase in vehicle numbers. However, the assessments provided by the applicant considered the impacts of the applications jointly.
- 6.6.5 The policies within the West Berkshire Local Transport Plan (2011-2026) (LTP) are material considerations, and relevant LTP policies to impacts on air quality are LTP K6 Air Quality; and LTP K5 Climate Change, within which the reduction of carbon emissions associated with road transport is set out as an objective.
- 6.6.6 Saved Local Plan policy OVS.5 is concerned with 'Environmental Nuisance and Pollution Control' from development, while 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. The impacts in terms of air quality, odour and bio-aerosols are considered to be acceptable and there are no objections from Environmental Health. In view of this the development is considered to be in the spirit of LTP K6 and LTP K5, and to comply with OVS.5, WLP30 and WLP27.

6.7 Noise

- 6.7.1 Officers are satisfied that there will be no significant noise impacts associated with extending the hours of operation in conjunction with the associated application. WBC Environmental Health have no objections to this application with regard to impact from noise.
- 6.7.2 The projected noise impacts may be more likely to result from an increase in traffic and intensification of activity in the HWRC, relating more to the receipt of non-recyclable waste than the change in opening hours. However, as discussed the applications are associated, and for completeness impact from noise is considered in this report. It is expected that the provision of a facility to enable the receipt of non-recyclable waste would increase the number of vehicle movements into and out of the site and it would intensify activities in and around the HWRC, increasing the amount of noise arising.

- 6.7.3 The acoustic modelling considered skip changes, material being deposited in the skips, on-site traffic, and off-site traffic accessing the HWRC, making certain assumptions. The noise and vibration chapter of the Environmental Statement concludes that there will be no significant impact arising from the predicted intensification of use. Noise from vehicles travelling from the Bath Road to the site entrance is predicted to cause a 'minor adverse' (not significant) noise impact and there will be no perceptible increase in noise at the nearest noise sensitive residential premises arising from the increased use of the HWRC.
- 6.7.4 Hypothetically if this application to amend the opening hours was approved, and the associated application to allow the receipt of non-recyclable waste was refused, the noise impacts would potentially be different to those predicted in the Environmental Statement. There potentially would not be the same increase in vehicle numbers. However, the assessments provided by the applicant considered the impacts of the applications jointly.
- 6.7.5 Saved Local Plan policy OVS.6 is concerned with 'Noise Pollution' from development, while WLP30 specifies that traffic related impacts should be taken into account when assessing waste proposals and this is inclusive of noise. WLP27 states, inter alia that waste management development will only be permitted if the development would not give rise to any unacceptable environmental impacts, again including noise impacts. For the reasons outlined above, in regard to noise impacts, the development is considered to align with OVS.6, WLP30 and WLP27.

6.8 Impact on amenity

- 6.8.1 Waste facilities of this nature, and the associated traffic movements have the potential to result in amenity impacts. Representations have indicated that longer operating hours would result in significant noise and disturbance to residents to the detriment of their private amenity, and it has been indicated that the hours are proposed to extend into Sunday, bank and public holidays. However, 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 would actually be slightly reduced. Opening in the morning also has the potential to spread the vehicle movements over the day rather than concentrating the impact in the afternoons.
- 6.8.2 There is cross-over between this section of the report and the following other sections of this report: Traffic and transport; Air quality, odour and bio-aerosols; Noise; and Community and Social.
- 6.8.3 The Environmental Statement has indicated that the estimated changes in traffic flows associated with the revised HWRC will not alter the broader traffic flow patterns and therefore there will be a negligible effect on severance, pedestrian and cyclist delay, pedestrian and cyclist amenity, and driver stress and delay. It is also specified in the Environmental Statement that the junction capacity assessments predict that driver delay will increase slightly but by a negligible amount.
- 6.8.4 As outlined in the 'Traffic and Transport' section of the report, the Council's highways consultant has indicated that although the 'receptor sensitivity' and the 'magnitude of change' applied are not always agreed with in the Environmental

Statement, the concluding 'significance' is agreed (not significant) and it is suggested that this is a sensible basis upon which to determine the application. Therefore, resulting amenity impacts on pedestrians, cyclists, and drivers are considered to not be significant.

- 6.8.5 Air quality has obvious amenity implications and the air quality assessment which considers the impacts from this and the associated application jointly concludes that there will be no significant change in air quality in the vicinity of the site arising from the increase in the number of vehicles movements.
- 6.8.6 The risk of odour arising from the receipt of household waste has been highlighted as a potential issue in representations, and although this relates to the associated receipt of non-recyclable waste application more than the opening hours application, impact from odour is considered in this report. The non-recyclable waste deposited in skips would be removed regularly to existing buildings within the wider IWMF where existing controls to prevent odour and fugitive emission are in place. For these reasons the amenity impacts relating to odour are likely to be negligible.
- 6.8.7 The projected noise impacts may again, be more likely to result from an increase in traffic and intensification of activity in the HWRC, relating more to the associated application for the receipt of non-recyclable waste rather than the change in opening hours. The applications are associated, and for completeness impact from noise is considered in this report. The assessment indicates that noise from vehicles travelling from the Bath Road to the site entrance is predicted to cause a 'minor adverse' (not significant) noise impact and there would be no perceptible increase in noise at the nearest noise amenity sensitive residential premises. Officers are satisfied that there will be no significant noise impacts associated with extending the hours of operation in conjunction with the associated application.
- 6.8.8 Conditions which have previously been imposed relating to noise, odour, dust, lighting, litter, and operating hours (excepting the HWRC operating hours which is the subject of this application) would be re-imposed in order to control the impacts of the development. For these reasons it is considered that there will not be a significant impact on amenity as a result of this development.
- 6.8.9 Hypothetically if this application to amend the opening hours was approved, and the associated application to allow the receipt of non-recyclable waste was refused, the amenity impacts would potentially be different to those predicted in the Environmental Statement. There potentially would not be the same increase in vehicle numbers. However, the assessments provided by the applicant considered the impacts of the applications jointly.
- 6.8.10 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. In regard to impact on amenity the development is considered to be compliant with OVS.5, OVS.6, WLP30 and WLP27.

6.9 Community and Social

- 6.9.1 'Community and Social' impacts are considered in the Environmental Statement. It is stated by the applicant that there is an overlap between this section and the Environmental Statement sections on air quality, noise and vibration, and traffic and transport. This is considered to be reasonable, and is true of this report as well, with there being cross-over between this section and the sections on 'traffic and transport', 'air quality, odour and bio-aerosols', 'noise' and 'amenity'.
- 6.9.2 Some information is provided on impact on employment and services. It is submitted that the proposals to amend the opening hours and allow the receipt of non-recyclable waste at the HWRC would not change the levels of employment generated by the IWMF, and that two operatives would continue to be employed at the HWRC. The revised HWRC will not affect any existing services or require any new services to be provided.
- 6.9.3 The applicant has set out in the Transport Report, and in the further information provided as part of the Regulation 25 request, information relating to road accidents. The analysis covers the most recent three year period of available Personal Injury Accident (PIA) data, provided by West Berkshire Council, for the period of 1 January 2014 to 31 December 2016, during which a total of two accidents were recorded within the study area. It is submitted that both were classified as being slight in severity and occurred at the A4 Bath Road / A340 Basingstoke Road / Pips Way roundabout, and that there were no serious or fatal accidents reported during the study period. Since the HWRC became operational in 2011, four accidents have been recorded at the HWRC, and it is claimed that these have all been minor in nature. Based on this it appears that there is no accident trend present within the study area.
- 6.9.4 While an increase in the volume of vehicles may relate more to the linked application to allow the receipt of non-recyclable waste at the HWRC, the two applications are associated. The proposals are expected to increase car movements to and from the HWRC, however the applicant submits that the level of change has not been assessed as sufficient to change the accident rate in the study area. It is also indicated by the applicant, that within the study area, there are no changes proposed to the road layouts or junction layouts which may change driver behaviour or lead to a change in accident rates.
- 6.9.5 The following West Berkshire Local Transport Plan (2011-2026) (LTP) policies are material considerations: LTP K7 Highway maintenance which specifies as a focus, inter alia 'Improving the safety of the network for all users'; and LTP K8 Road Safety which is concerned with creating a safer road environment for all, specifying as a focus, inter alia 'Improving safety for vulnerable road users of all ages, such as pedestrians, cyclists, motorcyclists, and equestrian users.' As the level of change has not been assessed as sufficient to impact on the accident rate in the study area, the proposals are considered to be in the spirit of LTP K7 and LTP K8.
- 6.9.6 In regard to potential amenity related effects which would have a community and social dimension, the amenity section of this report should be consulted.

6.10 Alternatives

6.10.1 It has been indicated by the applicant that there were no viable alternatives to the project which encompasses this application and the application to allow the receipt of non-recyclable waste at the HWRC.

6.10.2 There was previously a joint arrangement with the re3 waste partnership of Bracknell Forest, Reading and Wokingham Borough Councils, which allowed residents from West Berkshire to use the Smallmead HWRC at Island Road, Reading. However, this arrangement was withdrawn following a period of public consultation as part of the 2016/17 budget decision, and it cannot be reinstated due to financial constraints.

6.10.3 Under Regulation 18(3)(d) of the EIA Regulations 2017 the applicant must include with an Environmental Statement (inter alia):

- a. *“...a description of the reasonable alternatives studied by the developer, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;”*

6.10.4 The 2017 Regulations therefore do not require an applicant to consider alternatives, but where they have been considered their impact should be assessed.

6.11 Need for the development

6.11.1 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.

6.11.2 Specifically with regard to this application to amend the opening hours, the ability to dispose of non-recyclable waste on weekday mornings at the HWRC would be positive in terms of providing an adequate service for residents. As described above this application is made in association with 17/01684/MINMAJ which seeks to allow non-recyclable waste to be accepted within the HWRC. Currently 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 this perspective it is accepted that there is a need for Padworth HWRC to be open on weekday mornings and to accept non-recyclable waste.

6.11.3 It is acknowledged that as a result of changing the opening hours there would be implications for the levels of traffic on weekday mornings. Due to the associated proposal to accept non-recyclable waste at the Padworth HWRC local levels of traffic would increase from their current levels. This has been assessed by the applicant and in turn by the Council, and is discussed at length in this report. The impacts are considered to be acceptable.

- 6.11.4 There is also considered to be a substantial sustainability benefit in terms of the travel distances involved for residents in the east of the district disposing of general waste to HWRCs. Rather than travelling to Newbury, eastern residents would likely choose to use the Padworth HWRC and the journey would be shortened significantly in many cases. As described, the opening of the HWRC on weekday mornings would assist in spreading the vehicle movements over the day.
- 6.11.5 It is acknowledged that some residents who live in the 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. It is considered possible that currently some of these residents, should they wish to use an HWRC in the morning or deposit non-recyclable waste, may be already utilising these same minor roads in order to gain access to the A4 to travel to the Newtown Road HWRC site at Newbury.

6.12 Points of clarity

- 6.12.1 Several issues have been raised in the consultation responses and representations relating to various matters, and these have been responded to below.
- 6.12.2 Reference is made to traffic turning into Padworth Lane from the A4 being immediately confronted by a set of traffic signals and it is intimated that there is a risk of the queues extending into the A4 and interfering with the safe flow of traffic on that road. It is however, understood from the Highway authority that this could not happen due to there being sensors which would automatically turn the lights green at the railway bridge where traffic was backing up onto the A4 from Padworth Lane.
- 6.12.3 It has been indicated that the extant planning permission for the IWMF permits a throughput of 95,000 tonnes per annum (tpa) of waste excluding non-recyclable household waste. Although the HWRC does not allow the receipt of non-recyclable waste, the wider IWMF already accepts non-recyclable waste from the street-side collections undertaken throughout West Berkshire.
- 6.12.4 It has been indicated that a speed limit should be put in place on Padworth Lane / Rectory Road. This is considered to be a separate matter to the planning application and is not considered necessary in order to make this development acceptable. It should be acknowledged that circa 82% of traffic accessing/exiting the HWRC is predicted via the north to/from the A4. It is acknowledged that the road network to the south is narrow in places, however there is no evidence that there is a speeding issue. Speed surveys were taken outside Lodge Farm on Padworth Lane to the south of the IWMF from 30 July to 5 August 2015 revealing 85th percentile speeds of 38 mph northbound and 37mph southbound. Considering that the speed limit is 60mph, it is not considered that there is a speeding issue. This is supported by a Speed Limit review undertaken by the Council during September 2015 that concluded that no changes to the speed limit should be undertaken.
- 6.12.5 The issue has arisen of whether more could be done in terms of encouraging drivers exiting the site access not to turn right. With the access being private, it is not possible to apply a traffic regulation order upon it to prohibit vehicles turning right. Even if it was possible to apply a traffic regulation order, it is highly unlikely to

ever be enforced in such a location. It may be possible to physically prevent vehicles from turning right with items such as kerbed islands. However any islands would need to be small enough to still enable large vehicles to turn into and out of the site. In making them smaller, this then reduces their effectiveness in preventing smaller vehicles from turning right. None of this is considered practical and therefore with the original planning application it was decided to provide a sign that encouraged traffic not to turn right. No further works or mitigation is recommended in regard to the site access.

6.12.6 It has been suggested that waste sites should be open and available to any householder in any district without restriction. This goes beyond the scope of this planning application.

6.12.7 In the representations reference has been made to the use of the site incrementally expanding, with each proposal cumulatively increasing harm. It has also been indicated that the submission should include a cumulative assessment of other planning permissions. The following is a summary of the planning permissions that have been granted following the grant of 08/01166/MINMAJ:

- 09/02521/MINMAJ was a variation of conditions application which sought minor physical changes within the IWFM including changes to building height, internal layout of buildings, site layout, fencing, the lighting scheme and landscape planting scheme.
- 11/00923/MINMAJ was a variation of conditions which again sought minor physical changes within the IWFM including changes to buildings, internal layout, landscaping, infrastructure and erection of a fence.
- 13/01546/MINMAJ was retrospective in that submissions should have been made pursuant to conditions imposed on permission 11/00923/MINMAJ relating to a Travel Plan; Ecological Management; and BREEAM and they were not. This was an application to regularise this.
- 14/01111/MINMAJ related to the submission of a Travel Plan

6.12.8 As can be seen above none of the subsequent variations after the 2008 consent would have resulted in an intensification or expansion of the site activities. It is also the case that locally where a planning permission has been implemented (and is already generating a traffic impact), this would be picked up through baseline monitoring of traffic levels. Regarding committed developments, these have also been factored into the traffic modelling.

6.12.9 It has been suggested that there is no good reason as to why a decision should deviate from adopted planning policies. This would certainly be agreed with subject to the impacts of a development proposal being assessed where necessary and those assessments indicating that the development was acceptable in amenity and all other terms. Accordingly 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.

6.13 Suggested conditions

6.13.1 A number of conditions have been recommended by Padworth Parish's consultant in the situation where the Council was to grant planning permission. They have been reproduced below followed by appropriate discussion.

1. A study is undertaken to develop a scheme for managing traffic along the route in accordance with the Quiet Lanes principle, which is aimed at achieving positive changes in user behaviour on minor rural roads.

This should include, but not be limited to:

i. Introduction of 30mph speed limit on the route;

ii. Improvement of forward visibility including hedgerow maintenance and lowering of earth banks in the highway;

iii. Improved signing along the route to warn motorists of change in environment and that they should give priority to pedestrians, cyclists and equestrians;

iv. Improvements to PRow signing to ensure that PRow users are able to quickly and easily locate PRowS and thereby minimise the length of time spent in the carriageway;

v. Introduction of weight restriction along the route between Baughurst Road and swing bridge with exceptions for access to local businesses / emergency vehicles. Camera enforcement of restrictions;

vi. Introduction of formal one-way working at the canal and river crossings;

vii. Traffic management scheme at the junction of Rectory Road / Padworth Lane / School Road / Raghill to slow motorists and enable safe crossing for children attending schools; and

viii. Provision of pedestrian crossing facilities on Padworth Lane between the A4 and the Village Hall.

Discussion: It is true that Padworth Lane is narrow in places; however there is no evidence that there is a speeding issue. Speed surveys were taken outside Lodge Farm on Padworth Lane to the south of the IWFM from 30 July to 5 August 2015 revealing 85th percentile speeds of 38 mph northbound and 37mph southbound. Considering that the speed limit is 60mph, this does not suggest a speeding issue. This is supported by a Speed Limit review undertaken by the Council during September 2015 that concluded that no changes to the speed limit should be undertaken. There would be a negligible impact from HGV traffic as a result of the two associated applications, therefore a weight limit would not be relevant to these applications.

It is considered that the submitted Transport Report, and the Environmental Statement are fit for purpose. The submitted documentation has been assessed. 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.

2. Having regard to the wide variety of social and community events that take place at locations along the route, regular recorded liaison between the Operators of the Facility and the Parish Council so that conflicts between the activities of local residents and activities of the Facility can be minimised.

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. In the situation where issues arise 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.

3. A ceiling of 6,000 tpa of household waste is imposed at the Facility and that furthermore, no increase in that 6,000 tpa be allowed in the future unless a new planning application is submitted. The condition would also need to set out how the Applicant is required to record and report on tonnage.

Discussion: A ceiling of 6,000 tpa on the throughput at the HWRC would not be effective in terms of minimising impacts. The projected tonnages and associated vehicle movements are exactly that: a modelled situation based on assumptions. It is considered that both the assessment that has been undertaken, and specifically the figure of 6,000 tpa are robust, however it would be impossible for an assessment of this nature to be 100% accurate. Where the tonnages received were in excess of that which has been predicted and it was considered that the resulting impacts represented a material change of use, this would then potentially require a planning application to be submitted with further assessment. This would be the case even without an upper limit on tonnage for the HWRC. Another point is that where any upper limit was reached (and the HWRC was not accepting waste for a period of time), it is highly likely that residents would not be aware and would drive to the HWRC, and this has the same traffic impact as if the HWRC was still accepting waste material. In reality the applicant already monitors throughput in the constituent parts of the IWMF, and the planning authority receives this data annually, however condition 10 now includes reference to those constituent parts of the IWMF.

6.14 **The assessment of sustainable development**

6.14.1 The NPPF requires local authorities to 'approach decision-making in a positive way to foster the delivery of sustainable development' (paragraph 186). Paragraph 187 further stresses that 'decision-takers at every level should seek to approve applications for sustainable development where possible'.

6.14.2 Paragraph 14 of the NPPF sets out the Government's economic, environment social planning policies for England, with the presumption in favour of sustainable development. The NPPF identifies three dimensions to sustainable development: economic, social and environmental. The policies of the NPPF, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system and emphasises that a presumption in favour of sustainable development should be the basis for every plan, and every decision. Planning applications must result in sustainable development with consideration being given to the economic, social and environmental sustainability aspects of the proposal.

6.14.3 Economic Dimension: The proposed development would not create any new employment, however the HWRC and wider IWMF already offer employment opportunities. In this respect, allowing the proposal would at least retain some benefit to the local economy.

6.14.4 Environmental dimension: Where residents in the east of the district wish to access an HWRC in the morning, they would currently have to travel to Newbury which is a significant round trip. This has implications in terms of use of resources (fuel) and carbon emissions. Shorter travelling distances to deposit waste would be an environmental benefit.

- 6.14.5 Social dimension: The proposal has been assessed as being acceptable in terms of amenity and social impacts. Again shorter travelling distances for residents in the east could be seen to have social benefits, as would better access to waste management facilities.
- 6.14.6 Saved policy WLP1 specifies that in considering proposals for waste management development, regard should be had to the extent to which the development: is sustainable in form and location, helps to conserve natural resources and the human and natural environment, and minimises traffic congestion, travel distances, waste generation and pollution, and adverse impacts on humans and the natural environment.
- 6.14.7 For the above reasons, it is considered that the proposed development is supported by the presumption in favour of sustainable development and aligns with WLP1.

7. Conclusion

7.1 Reasoned conclusion on the significant effects of the proposed development Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

7.1.1 Regulations 26(1)(b), 26(1)(c), and 29(2)(b)(i)(aa) requirements

- 7.1.1.1 The Environmental Statement considers impacts from extending the opening hours of the HWRC (this proposal) in conjunction with allowing the receipt of non-recyclable waste.
- 7.1.1.2 The Environmental Statement has been assessed by parties associated with the Council who have sufficient expertise to consider whether the Environmental Statement is fit for purpose.
- 7.1.1.3 Within the provided Environmental Statement is an air quality assessment which concludes that there will be no significant change in air quality. It is stated within the Environmental Statement that odour is already subject to current action plans and on going sampling, and that there is no change in the nature of the risk associated with fugitive emission, odour and bio aerosols as a result of the proposals. This has been assessed and the conclusions reached in the Environmental Statement are considered to be satisfactory.
- 7.1.1.4 Within the provided Environmental Statement is a noise assessment which concludes that there will be no significant impact arising from the proposals. Noise from vehicles travelling from the Bath Road to the site entrance is predicted to cause a 'minor adverse' (not significant) noise impact and there will be no perceptible increase in noise at the nearest noise sensitive residential premises arising from the proposals. This has been assessed and the conclusions reached in the Environmental Statement are considered to be satisfactory.
- 7.1.1.5 'Traffic and transport' is assessed within the Environmental Statement. The Council's highways consultant has indicated that although the receptor 'sensitivity' and the 'magnitude of change' applied are not always agreed with in the

Environmental Statement, the concluding 'significance' is agreed and it is suggested that this is a sensible basis upon which to determine the application. It is considered that the Environmental Statement may under-estimate the sensitivity of some roads within the study area, and that the magnitude of change would potentially be material at times, largely because the baseline traffic flows are very low. However, notwithstanding these issues it is considered that the likely significance of these changes would be low.

- 7.1.1.6 The Environmental Statement considers 'Community and Social' impacts and it is submitted that the proposals to amend the opening hours and allow the receipt of non-recyclable waste at the HWRC would not change the levels of employment generated by the IWMF. The revised HWRC would not affect any existing services or require any new services to be provided.
- 7.1.1.7 The proposals are expected to increase car movements on weekday mornings and in general to and from the HWRC, however the level of change has not been assessed in the Environmental Statement as sufficient to change the accident rate in the study area. No changes are proposed to the road layouts or junction layouts which may change driver behaviour or lead to a change in accident rates. Likely resulting amenity impacts on pedestrians, cyclists, and drivers are considered to not be significant.
- 7.1.1.8 As set out in 7.1.1.3 and 7.1.1.4 the provided Environmental Statement concludes that there will be no significant changes to air quality, odour and noise and these issues are considered to have amenity and social aspects. Conditions which have previously been imposed on 14/01111/MINMAJ relating to noise, odour, dust, lighting, litter, and operating hours (excepting the HWRC operating hours which are the subject of this application and would be amended) would be re-imposed in order to control the impacts of the development. For these reasons it is considered that there would not be a significant impact on amenity as a result of this development.

7.1.1 Regulations 29(2)(b)(i)(bb), 29 (2)(b)(i)(cc) and 29 (2)(b)(i)(dd) requirements

- 7.1.2.1 Regulations 29(2)(b)(i)(bb) and 29 (2)(b)(i)(cc) are not relevant as it is not considered that the development will result in significant impacts in terms of the EIA Regulations. Regarding Regulation 29 (2)(b)(i)(dd) where relevant any monitoring measures are set out in the conditions (and within the schemes referred to in the conditions) recommended to be attached to the decision notice although the imposition of monitoring measures does not denote significant impacts in terms of the EIA Regulations.

7.2 Concluding comments

- 7.2.1 The site is a permanent waste management facility in a 'preferred area' for waste management uses. Waste would continue to be brought to the facility by the public and the facility would be open on weekday mornings rather than just in the afternoons.
- 7.2.2 As a result of the associated proposal to allow the acceptance of general waste at the HWRC, it is likely that there would be an increase in vehicle movements to the site when compared to the current situation. As discussed above the development

has been assessed as being acceptable in planning and all other terms. There is also already a significant amount of HGV movements in and out of the site before the proposed new opening times, and the operating times at weekends and bank holidays will be slightly reduced. Currently residents in the east of the district must travel large distances to use an HWRC in the morning or to deposit non-recyclable waste. It is accepted therefore, that there is a need for Padworth HWRC to be open on weekday mornings and to accept non-recyclable waste.

7.2.3 Having taken account of the relevant policy considerations, and the other material considerations referred to above, it is considered that the development proposed is acceptable and a conditional approval is justifiable.

8. Full Recommendation

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

1. Approved Plans

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

- Site Layout Plan A4069 AL100P Rev P4 dated 27/06/11
- In-Vessel Composting Facility GA Sections - Plan 4069 AL113 Rev C4 dated 19/11/10
- In-Vessel Composting Facility Elevations - Plan 4069 AL112 Rev C5 dated 15/03/11
- Bio Filter elevations - Plan 4069 AL122 Rev C4 dated 15/03/11
- WTS-MRF Elevations SW/NW - Plan 4069 AL132 Rev C3 dated 14/03/11
- WTS-MRF Elevations NE/SE - Plan 4069 AL133 Rev C3 dated 17/11/10
- Vehicle Workshop Elevations - Plan 4069 AL181 Rev C2 dated 15/03/11
- HWRC Proposed layout plan A4623 204 M dated 30/03/09 as approved under planning permission 09/02521.
- HWRC Office floor plans and elevations A4623 1007 D dated 06/03/08 as approved under planning permission 08/01166
- Administration and Visitor Centre N&W elevations - Plan 4069 AL164 Rev C5 dated 03/06/11
- Administration and Visitor Centre S&E elevations - Plan 4069 AL165 Rev C6 dated 03/06/11
- Administration and Visitor Centre roof plan - Plan 4069 AL161 Rev C4 dated 03/06/11
- Administration and Visitor Centre floor plan - Plan 4069 AL160 Rev C5 dated 03/06/11
- Weighbridge office floor plans and elevations A4623 1006 D dated 03/06/08 as approved under planning permission 08/01166
- Traffic management schematic (Drawing A4623 205 E dated 30/03/09) as approved under planning permission 09/02521
- Outline landscape management plan 4 dated November 2008 approved under planning permission 08/01166.
- Flood Risk assessment dated 25th April 2008 and addendum dated the 16th January 2009 approved under planning permission 08/01166.

- Site Status before remediation plan CS003563_EWS_001 B dated Apr 2008 as approved under planning permission 08/01166.
- Site Status after remediation plan CS003563_EWS_003 C dated Apr 2008 approved under planning permission 08/01166.
- Site clearance Plan Drawing L02 Revision A dated 11/09/08 approved under planning permission 08/01166.
- Site Remediation Strategy (appendix 13.4 to the Environmental Statement submitted alongside 08/01166 and the addendum submitted alongside 09/02521).
- Invertebrate Mitigation Strategy (appendix 11.4 to the Environmental Statement submitted alongside 08/01166 and the addendum submitted alongside 09/02521).
- Tree Survey (appendix 14.5 to the Environmental Statement submitted alongside 08/01166 and the addendum submitted alongside 09/02521).
- Landscape masterplan Drawing L04/ES FIG 14.18 Revision Q dated 28/04/11.
- Planting Proposals Drawing L05/ES FIG 14.19 Revision P dated 28/04/11.
- Letters from Scott Wilson dated 15th September 2008, 14th October 2008 and 7th November 2008 approved under planning permission 08/01166.
- 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.
- Paragraphs 2.5 to 2.7 (inclusive) of 'Integrated Waste Management Facility, Padworth Lane, RG7 4JF Planning Application Supporting Statement in respect of 2 planning applications: 1. Change of Use Application to amend the approved details to enable the receipt of non-recyclable waste at the Household Waste Recycling Centre. 2. S73 planning Application for variation of condition 7 (to extend the opening hours of the Household Waste Recycling Centre to include weekday mornings) of Planning Permission 14/01111/MINMAJ' (June 2017) (submitted as part of 17/01683/MINMAJ and 17/01684/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. Details of buildings

The development of the household waste recycling facility, vehicle wash, fuelling area, sprinkler tank and any other structures on the site that are hereby approved shall be constructed in accordance with the following details (approved in accordance with condition 3 of planning permission 09/02521 under planning reference 11/00923, as amended by this permission). The approved details are:

- Plan AD03 Revision P1, dated 30/01/09 - HWRC Plan and Sections
- Sprinkler Tank and Pump House -Plan 4069 AL147 Rev C4 dated 17/11/10
- Plan AD05 Revision P1, dated 29/10/09 - Vehicle Wash Booster Set and Tank Room
- Plan AD06 Revision P1, dated 30/10/08 - LV Housing
- Fuel Island plan - Plan 4069 AL149 Rev C3 dated 20/06/11

The buildings and other structures shall be constructed in accordance with the approved details.

Reason: To ensure that the proposed structures are agreed in accordance with policy WLP30 and WLP31 of the Waste Local Plan for Berkshire 1998-2006.

3. Hours of operations (depot)

No operations or activities authorised by this permission associated with the operation of the depot shall be carried out except between the following hours:

0500 - 2000 Monday to Saturdays

0600 - 2000 Sundays, bank and public holidays

No operations shall take place on Christmas Day, Boxing Day or New Years Day (with the exception of operations associated with waste from street cleansing and litter collection).

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.

4. Hours of operation (operational vehicle movements)

No HGV or RCV movements associated with the activities authorised by this permission shall be carried out except between the following hours:

0600 - 2000 Monday to Saturdays

0600 - 2000 Sundays, bank holidays and public holidays

No Street Cleansing Vehicle movements associated with the activities authorised by this permission shall be carried out except between the following hours:

0500 - 2000 Monday to Saturdays

No operations shall take place on Christmas Day, Boxing Day or New Years Day (with the exception of operations associated with waste from street cleansing and litter collection).

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.

5. Hours of operations (WTS and IVC)

No operations or activities authorised by this permission and associated with the operation of the waste transfer station and in vessel composting facility, including the vehicle wash associated with the IVC, shall be carried out except between the following hours:

0700 - 1900 Monday to Sunday

No operations shall take place on Christmas Day, Boxing Day or New Years Day (with the exception of operations associated with waste from street cleansing and litter collection).

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.

6. Hours of operations (MRF)

No operations or activities authorised by this permission associated with the operations of the materials recycling facility shall be carried out except between the following hours:

0700 - 2200 Monday to Saturdays
0700 - 1900 Sundays, 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.

7. Hours of operation (HWRC)

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.

8. Schedule of materials

The development hereby permitted shall be carried out in complete accordance with the schedule of external finishes for the Integrated Waste Management Facility, Padworth dated April 2011.

Reason: In the interests of visual amenity in accordance with policy WLP30 in the Waste Local Plan for Berkshire 1998-2006.

9. Deposit Limits

The throughput of waste at this site shall not exceed 95,000 tonnes per annum.

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.

10. Records of waste

The operators shall maintain records of the monthly receipt of waste and shall make them available to the Local Planning Authority at any time upon request. This should include separate tonnages of waste throughput for the WTS, IVC, MRF, and HWRC. All records shall be kept for at least 24 months following their creation.

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.

11. Security details

The development hereby permitted shall be carried out in complete accordance with the following details of the access control, security for site buildings, intruder alarm coverage, lighting, CCTV coverage of the facility (including the entrance and exit roads both to allow management supervision and monitoring of queue build up and to record any incidents for evidential purposes) and proposals for fire suppression (approved in accordance with condition 12 of planning permission 09/02521 under planning reference 11/00480 as amended by this permission). The approved details are:

- Security, Fencing and CCTV Layout plan AL144 Rev C2 as amended by site plan 4069 AL100p Rev P4 dated 27/06/11, which details the security fencing layout.
- Specification for dome CCTV camera - DM2060
- Specification for fixed CCTV camera - Redwall 4010/3020/404
- Specification for Vehicle Number Plate Recognition system - Visita VPRN Lite
- Fire suppression layout - Drawing CL100 1550/10 Rev \$
- CCTV remote monitoring narrative

The development shall be carried out in complete accordance with the all the details hereby approved which shall be implemented in full.

Reason: To ensure the prevention of crime and disorder in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998 - 2006.

12. Foul water drainage

The development shall be carried out in complete accordance with the following Foul Water Drainage Scheme (approved in accordance with condition 14 of planning permission 09/02521 under planning reference 10/00786). The approved details are:

- Integrated Waste Management Scheme, Drainage Design Report H15501 Dated 14/12/09
- Drainage Network simulations 0901211 simulations 1-4
- Overall site drainage layout, drawing No. 124 Rev P2, Dated Nov 2009

- Site Drainage Layout Sheet 1 of 4, drawing Number 120 Rev P1 dated Nov 2009
- Site Drainage Layout Sheet 2 of 4, drawing Number 121 Rev P1 dated Nov 2009
- Site Drainage Layout Sheet 3 of 4, drawing Number 122 Rev P2 dated Nov 2009
- Site Drainage Layout Sheet 4 of 4, drawing Number 123 Rev P2 dated Nov 2009

No discharge of foul or surface water from the development into the public system shall occur until the drainage works referred to in the strategy have been completed and are acceptable to the sewerage undertaker.

Reason: The development may lead to flooding; to ensure the sufficient capacity is made available to cope with the development; and in order to avoid adverse environmental impact upon the community in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006.

13. Surface water drainage

The development shall be carried out in complete accordance with the following Surface Water Drainage Scheme (approved in accordance with condition 15 of planning permission 09/02521 under planning reference 10/00786). The approved details are:

- Integrated Waste Management Scheme, Drainage Design Report H15501 Dated 14/12/09
- Drainage Network simulations 0901211 simulations 1-4
- Overall site drainage layout, drawing No. 124 Rev P2, Dated Nov 2009
- Site Drainage Layout Sheet 1 of 4, drawing Number 120 Rev P1 dated Nov 2009
- Site Drainage Layout Sheet 2 of 4, drawing Number 121 Rev P1 dated Nov 2009
- Site Drainage Layout Sheet 3 of 4, drawing Number 122 Rev P2 dated Nov 2009
- Site Drainage Layout Sheet 4 of 4, drawing Number 123 Rev P2 dated Nov 2009

The development shall be carried out in accordance with the approved details and such drainage shall be retained and maintained for the duration of the development hereby permitted.

Reason: To prevent the increased risk of flooding and water pollution in the interests of the water environment and to ensure the integrity of the adjacent railway in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006.

14. 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). 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.

15. Travel Plan

The development hereby approved shall be carried out in complete accordance with the Workplace Travel Plan (approved in accordance with 16 of 13/01546/MINMAJ approved under planning reference 14/01111). These approved details are:

- Workplace Travel Plan, Veolia ES, Padworth Lane, Lower Padworth, Reading, RG7 4JF, July 2014 received by the Local Planning Authority on 30 July 2014.

Reason: To ensure the development reduces reliance on private motor vehicles in accordance with Policy WLP30 of the Waste Local Plan for Berkshire 1998 - 2006.

16. Contaminated Land

The development shall be carried out in complete accordance with the following contaminated land assessment (approved in accordance with condition 18 of planning permission 08/01166 under planning reference 09/01564). The approved details are:

- Enabling works remediation strategy dated December 2008.
- Interpretive ground investigation report dated March 2005.
- Supplementary site investigation interpretive report dated April 2009.
- Environmental site investigation interpretive report dated February 2008.
- Land quality documentation (ES Volume 4) dated June 2008.
- Desk Study Report dated September 2004

The development shall be carried out in accordance with the approved contaminated land assessment.

Reason: In order to protect the amenities of existing or proposed occupant/users of the application site or adjacent land 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.

17. Remediation Works

The development hereby permitted shall be carried out in complete accordance with the following remediation schemes (approved in accordance with condition 19 of planning permission 09/02521 under planning references 10/01965 and 10/02125). The approved details are:

- The disposal of Asbestos Contaminated Material Method Statement received by West Berkshire Council on the 20/08/10 as amended by the e-mail from Mr J.Hunt dated the 30/09/10
- The Remediation Strategy for the Re-Use of site won material at Padworth Sidings by Norwest Holst dated the 14/09/10 (Ref F15911 - F01)

If any further contamination is identified, that has not already been identified then the additional contamination shall also be fully assessed. No further remediation works shall take place, unless otherwise agreed in writing, until a report detailing the nature and extent of the previously unidentified structures and contamination and the proposed remedial action plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to protect the amenities of existing or proposed occupant/users of the application site or adjacent land 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.

18. Contaminated land closure report

The development hereby permitted shall be carried out in complete accordance with the following contaminated land closure (approved in accordance with condition 20 of planning permission 09/02521 under planning reference 10/00786). The approved details are:

- Padworth Sidings, Entrance Way Area Validation Report on Remedial Works, (February 2010) by Capita Symonds CS037148
- West Berkshire Remediation and Roads Validation Report Revision A Dated 02/02/2010 including appendices.

On completion of any further remediation works a closure report shall be submitted to the Local Planning Authority for approval in writing. The report shall make reference to all published information associated with the development and shall demonstrate compliance with the remediation strategy. It shall include the following: details of quality assurance certificates to show that all works have been carried out in full and according to best practice; consignment notes demonstrating the removal of contaminated materials; certification to show that new material brought to the site is uncontaminated; and details of any on-going post remediation monitoring and sampling, including a reporting procedure to the Local Planning Authority and Environment Agency.

Reason: In order to protect the amenities of existing or proposed occupant/users of the application site or adjacent land 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.

19. 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). 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.

20. 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). 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 AI119 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.

21. 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). 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.

22. 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). 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.

23. Air Handling Plant

The development hereby permitted shall be constructed and thereafter the site shall be operated in complete accordance with the following air handling plant details (approved in accordance with condition 28 of planning permission 09/02521 under planning reference 10/00786). The approved details are:

- The Air Handling Plant Details set out in the Noise Report D126362-NOIS-R1/01 dated February 2010

The development shall be carried out and operated in complete accordance with the approved details and the approved plant installed before the development site becomes operational. The approved air handling plant shall operate at all times the site is operational.

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.

24. 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). 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.

25. Reversing alarms

Between 0500 and 0730 hours on any day, reversing beepers on any vehicles shall be switched off and alternative safety methods 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.

26. Doors

All vehicular access doors to building on site shall be kept closed at all times except to allow for ingress and exit from buildings. All vehicular access doors will close automatically either on sensors or induction loop systems in accordance with a scheme previously approved in writing by the Local Planning Authority. No vehicles (save for private cars at the HWRC) may load and unload unless within the enclosed space of the buildings hereby permitted.

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.

27. Jet Wash and external cleaning

Any use of external jet / vehicle wash facility associated with the depot and identified on the site layout plan (Planning Site Layout Plan A4069 AL100P Rev P4) and any external cleaning operations shall only be carried out between 0800 and 1800 hours Monday to Friday and 0830 to 1600 hours on Saturday with no jet washing or external cleaning operations on Sunday or Bank Holidays.

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.

28. External operations

With the exception of the HWRC, no waste transfer, recycling, processing operations shall take place on the site outside of the proposed waste transfer, materials recycling or in vessel composting buildings. No waste materials or recovered materials shall be deposited or stored outside the buildings (other than within the HWRC) and no part or fully loaded trailers shall be parked or stationed in the open air.

Reason: In the interests of local amenity in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006.

29. 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). 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.

30. 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.

31. Plant

The development hereby permitted shall be 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). 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 and to ensure that the operation of the 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.

32. Site access and highway improvements

The development hereby permitted shall be carried out in complete accordance with the following site access and highway improvement details (approved in accordance with condition 37 of planning permission 08/01166 under planning reference 09/01150). The approved details are:

- Plan PS ENB 08-1B
- Plan PS ENB 08-2B

All highways works forming part of the approved details shall be maintained as effective during all times that the site is operational. The approved planting set out in the approved details shall be maintained in accordance with the conditions of this permission.

Reason: In the interest of highway safety and to accord with Policy WLP30 of the Waste Local Plan for Berkshire 1998 - 2006 and in the interest of highway safety.

33. 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). 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: To minimise traffic related impacts in accordance with Policy WLP30 of the Waste Local Plan for Berkshire 1998 - 2006.

34. 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 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.

35. Tree Protection Scheme

The development shall be carried out in accordance with the tree and landscape protection scheme identified on approved drawing numbered L 02 and dated 11/09/08. The approved fencing shall be retained intact for the duration of the development. Within the fenced area(s), there shall be no excavations, storage of materials or machinery, parking of vehicles or fires and any existing trees, shrubs and hedgerows scheduled to be retained on plan L02 dated 11/09/08 shall not be damaged, destroyed, uprooted, felled, lopped, topped or removed without the prior written approval of the Local Planning Authority. Any such vegetation removed without approval, dying, being severely damaged or becoming seriously diseased within the area of operations permitted by the permission shall be replaced with trees or shrubs of such size and species as may be agreed with the Local Planning Authority in the planting season immediately following any such occurrences.

Reason: To ensure the protection of trees identified for retention at the site in accordance with the objectives of policy WLP30 of the Waste Local Plan for Berkshire 1998 - 2006.

36. Ecology

The development hereby permitted shall be carried out in complete accordance with the following ecological details (approved in accordance with condition 44 of planning permission 09/02521 under planning reference 10/00786). The approved details are:

- The submitted Method Statement for Landscape and Ecology, Revision 3 dated April 2010.

The development shall be carried out in complete accordance with the approved details.

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

37. Ballast

The development hereby permitted shall be carried out in complete accordance with the following ballast details (approved in accordance with condition 45 of planning permission 09/02521 under planning reference 10/01426). The approved details are:

- The details of the ballast to be used in the car parking areas identified on drawing L04/ES Fig 14.18 Rev E, comprising of the letter from Mr C. Ward Dated the 12th February 2010 confirming that the ballast to be used shall be a Type 1 Limestone SHW C1.803 material.

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

38. Ecological Fencing

The fencing to protect the ecological mitigation areas, as detailed on plan L03/ES fig 14.17 (approved under planning permission 08/01166) shall be erected and retained and maintained until the completion of the erection of the 2400mm High Galvanised Palisade fence enclosing the site shown on plan 4069 AL100P Rev P4 dated 26/07/11. The 2400mm High Galvanised Palisade fence enclosing the site shall thereafter be retained and maintained as effective during all times that the site is operational.

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

39. Ecological management

The development hereby permitted shall be carried out in complete accordance with the following ecological management details (approved in accordance with condition 48 of planning permission 09/02521 under planning reference 10/00786). The approved details are:

- The submitted Method Statement for Landscape and Ecology, Revision 3 dated April 2010.

The approved scheme will be implemented in full (with bi-annual ecological monitoring reports comparing the ecological status of the site pre and post development submitted to the Local Planning Authority by the 1st December in each of the following years - 2013, 2015, 2017, 2019 and 2021) and the mitigation and enhancement measures will be maintained thereafter.

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

40. BREEAM

The development hereby permitted shall be carried out in complete accordance with the following BREEAM details (approved in accordance with condition 49 of planning permission 09/02521 under planning reference 10/00786) and those details submitted with this application. The approved details are:

- West-Berkshire Integrated Waste Management Facilities (IWMF) BREEAM Industrial 2006 - Design and Procurement Assessment. Dated February 2010
- West-Berkshire Integrated Waste Management Facilities (IWMF) BREEAM Offices 2006 - Design and Procurement Assessment. Dated February 2010
- West-Berkshire Integrated Waste Management Facilities (IWMF) BREEAM Industrial 2006 Post Construction Report June 2013

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

41. New scheme of planting

The development hereby permitted shall be carried out in complete accordance with the New Scheme of Planting (approved in accordance with condition 51 of planning permission 09/02521 under planning reference 10/00786 as amended by this permission). The approved details are:

- The Method Statement for Landscape and Ecology, Revision 3 dated April 2010
- Planting Plan L 05/ES FIG 14.19 Revision Q,
- Landscape Masterplan L 04/ES FIG14.18 Revision R.

The planting and landscaping schemes shall be implemented, maintained and managed as per the details contained in the Method Statement for Landscape and Ecology, Revision 3, dated April 2010.

Reason: To comply with Section 197 of the Town and Country Planning Act 1990, to improve the appearance of the site in the interests of visual amenity and to minimise the impact of the proposed development in accordance with policies WLP29 and WLP30 of the Waste Local Plan for Berkshire 1998-2006.

42. Maintenance of planting

Trees, shrubs and hedges planted in accordance with the approved planting schemes shall be maintained for a period of 5 years following their planting and any plants which within 5 years of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To improve the appearance of the site in the interests of visual amenity and to minimise the impact of the proposed development in accordance with policies WLP29 and WLP30 of the Waste Local Plan for Berkshire 1998-2006.

43. Railway

No operations associated with the development hereby approved shall take place within a lateral distance of 10 metres from the railway boundary. Cranes and jibbed machines used in connection with the development hereby approved must be positioned so that the jib or any suspended load does not swing over railway infrastructure or within 3 metres of the nearest rail if the boundary is closer than 3 metres. All cranes, machinery and constructional plant shall be so positioned and used to prevent the accidental entry onto railway property of such plant, or loads attached thereto, in the event of failure. Trees planted close to the railway should be located at a distance in excess of their mature height from railway property.

Reason: To ensure the stability of the railway and to ensure that the development does not cause a hazard to the railway in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006.

44. Drainage (Railway)

Soakaways or lagoons constructed as a means of storm/surface water disposal or storage must not be constructed within 10 m of the railway boundary or at any point which could adversely affect the stability of Network Rail infrastructure.

Reason: To ensure the stability of the railway and to ensure that the development does not cause a hazard to the railway in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006.

45. Fencing (Railway)

The trespass-proof fence that has been provided adjacent to the railway boundary as shown on plan A4623 2016B dated 02.07.08 (approved under 08/01166) shall be maintained and retained in perpetuity.

Reason: To ensure the development does not cause a hazard to the railway in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006.

46. Acoustic barriers

The development hereby permitted shall be carried out in complete accordance with the acoustic barrier details (approved in accordance with condition 56 of planning permission 09/02521 under planning reference 10/00786, as amended by this permission). The approved details are:

- 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 8.4 are hereby approved as the formal Plant and Machinery details as required by condition 36 of planning permission 09/02521/MINMAJ.
- Additional 2.5m high acoustic barrier illustrated on landscape masterplan, DWG L04/ES Fig 14.18 Rev R dated 28/04/11

The acoustic barriers shall be maintained and retained at the site.

Reason: To ensure the protection of the amenities of local residents in accordance with policy WLP30 of the Waste Local Plan for Berkshire 1998-2006.

47. Advance Planting.

The development hereby permitted shall be carried out in complete accordance with the Scheme of Advance Planting (approved in accordance with condition 57 of planning permission 09/02521 under planning reference 10/00786 as amended by this permission). The approved details are:

- The Method Statement for Landscape and Ecology, Revision 3 dated April 2010
- Planting Plan L 05/ES FIG 14.19 Revision Q,
- Landscape Masterplan L 04/ES FIG14.18 Revision R.

The planting and landscaping schemes shall be implemented, maintained and managed as per the details contained in the Method Statement for Landscape and Ecology, Revision 3, dated April 2010. Trees, shrubs and hedges planted in accordance with the approved scheme shall be maintained and any plants which at any time during the development and the aftercare period die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing with the Planning Authority.

Reason: To ensure the development is adequately screened and in the interests of amenity in line with policies WLP30 of the Waste Local Plan for Berkshire 1998 - 2006.

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Agenda Item 4.(2)

| Item No | Application No. and Parish | Proposal, Location and Applicant |
|---------|----------------------------|---|
| (2) | 17/01684/MINMAJ | Change of use to amend the approved details to enable the 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=17/01684/MINMAJ>

Recommendation Summary: To **DELEGATE** to the Head of Development & Planning to **GRANT PLANNING PERMISSION** for the reasons given below (Section 7.2).

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.

Committee Site Visit: 16 May 2018

Contact Officer Details

Name: Andrew Morrow
Job Title: Team Leader (Minerals and Waste)
Tel No: (01635) 519117
E-mail Address: Andrew.morrow@westberks.gov.uk

1. 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. |
| 17/01683/MINMAJ | BEING CONSIDERED IN CONJUNCTION WITH 17/01684/MINMAJ (this application) | | S73: Variation of condition 7 'Hours of operation (HWRC)' of previously approved application 14/01111/MINMAJ: Section 73A: Variation of Condition 16 - Travel Plan, of planning permission reference 13/01546/MINMAJ. |

2. Publicity of Application

Site notice expired: 10 August 2017
 Neighbour notification expired: 25 July 2017
 Newbury Weekly News press advert: 13 July 2017

Further site notice expired: 4 May 2018
 Further Newbury Weekly News Press Advert: 5 April 2018

3. Consultations and Representations

3.1 Consultations

Beenham Parish Council:

Support

Aldermaston Parish Council:

At its meeting on 11 July Aldermaston PC recorded No Objections to this application.

Padworth Parish Council:

Initial comments

'Object' because of the complete disregard to the effects of this application on the Parish of Padworth.

Further Padworth Parish Council comments (Motion):

Padworth Parish Council employed a transport consultant (Motion) who provided comment on 17/01683/MINMAJ in conjunction with the associated application 17/01684/MINMAJ. The full report is available on the public file, and is summarised / paraphrased below:

It was indicated that the Motion had reviewed the application documents and had found references to documents and data which were not available for review.

Motion set out the Transport Policy context, Design Standards and Assessment Guidelines which were considered relevant to assessing the transport impacts of the applications. Rural road safety was highlighted as an issue and it was indicated that the risk of being killed in a road accident walking along a rural lane is considerably greater than if walking on a footway or footpath, and that a contributory factor is the speed of traffic on rural lanes.

A description of the highways and the public rights of way network is provided for the area around the Padworth IWMF. Reference is made to traffic turning into Padworth Lane from the A4 being immediately confronted by a set of traffic signals and it is intimated that there is a risk of the queues extending into the A4 and interfering with the safe flow of traffic on that road. Community facilities in the area, and the road network to the south are described as is the role of Padworth Lane and Rectory Road in terms of the public rights of way network.

Automatic traffic count (ATC) surveys were undertaken to assess the volume, speed and classification of traffic using Padworth Lane. The ATC surveys were undertaken on Padworth Lane approximately 120m either side of the swing bridge over a one week period. The results of these ATC surveys are set out in Motion's report. During a weekend in September 2017 manual traffic surveys were undertaken at the entrance of the existing Newtown Road HWRC located in Newbury to assess the temporal characteristics of traffic

using a household waste recycling centre. The results of this survey are provided in Motion's report.

The lawful uses of the IWMF are considered.

The existing access to the IWMF is discussed and Motion indicates that the swing bridge reduces visibility for vehicles turning out of the access, and for vehicles approaching from the A4 either to turn right into the IWMF or to carry on southwards across the bridge.

Motion undertook a high level audit of the Transport Report in the context of the Planning Practice Guidance (PPG) which sets out key issues to consider at the start of preparing a Transport Assessment or Statement. Motion indicate that the Transport Report failed to assess or consider many elements which would be expected in a Transport Assessment Report, concluding that it was not fit for the purpose of assessing the transport impact of the applications and that further information and assessment was required.

Motion refers to anomalies in the Transport Report, concluding that as a consequence of these anomalies the conclusions of the Transport Report have the potential to be flawed and should be considered with caution.

Motion undertook a high-level audit of the EA Addendum in the context of the IEMA Guidelines (1992) which are the industry standard for assessing the environmental impact of road traffic. Motion indicate that the EA Addendum fails to consider or assess all the elements which would be expected in an EIA, therefore concluding that the EA Addendum is not fit for the purpose of assessing the environmental impact of road traffic arising from the applications, and that further information and assessment was required.

Motion indicates that there are significant anomalies within the EA Addendum, concluding that as a consequence, the conclusions of the EA Addendum have the potential to be flawed and should be considered with caution.

Motion then considers in more detail: road safety at the access to the facility; road safety on Padworth Lane south of the Facility; environmental impact associated with changes in road traffic; and peak hour impacts of the applications.

Motion sets out possible mitigation measures that the applicant should consider, including:

- Introduction of 30mph speed limit on the route;
- Improvement of forward visibility including hedgerow maintenance and lowering of earth banks in the highway;
- Improved signing along the route to warn motorists of change in environment and that they should give priority to pedestrians, cyclists and equestrians;
- Improvements to PRow signing to ensure that PRow users are able to quickly and easily locate PRows and thereby minimise the length of time spent in the carriageway;
- Introduction of weight restriction along the route between Baughurst Road and swing bridge with exceptions for access to local businesses / emergency vehicles. Camera enforcement of restrictions;
- Introduction of formal one-way working at the canal and river crossings;
- Traffic management scheme at the junction of Rectory Road / Padworth Lane / School Road / Raghill to slow motorists and enable safe crossing for children attending schools; and

- Provision of pedestrian crossing facilities on Padworth Lane between the A4 and the Village Hall.

Motion considers that the applications currently fail to comprehensively assess the impacts of the proposals and so include no mitigation, and therefore the Council has no option but to refuse planning permission in accordance with NPPF. However, should the Council decide to approve the Applications, the following conditions should be added:

1. A study is undertaken to develop a scheme for managing traffic along the route in accordance with the Quiet Lanes principle, which is aimed at achieving positive changes in user behaviour on minor rural roads. This should include, but not be limited to:
 - Introduction of 30mph speed limit on the route;
 - Improvement of forward visibility including hedgerow maintenance and lowering of earth banks in the highway;
 - Improved signing along the route to warn motorists of change in environment and that they should give priority to pedestrians, cyclists and equestrians;
 - Improvements to PRoW signing to ensure that PRoW users are able to quickly and easily locate PRoWs and thereby minimise the length of time spent in the carriageway;
 - Introduction of weight restriction along the route between Baughurst Road and swing bridge with exceptions for access to local businesses / emergency vehicles. Camera enforcement of restrictions;
 - Introduction of formal one-way working at the canal and river crossings;
 - Traffic management scheme at the junction of Rectory Road / Padworth Lane / School Road / Raghill to slow motorists and enable safe crossing for children attending schools; and
 - Provision of pedestrian crossing facilities on Padworth Lane between the A4 and the Village Hall.
2. Having regard to the wide variety of social and community events that take place at locations along the route, regular recorded liaison between the Operators of the Facility and the Parish Council so that conflicts between the activities of local residents and activities of the Facility can be minimised.
3. A ceiling of 6,000 tpa of household waste is imposed at the Facility and that furthermore, no increase in that 6,000 tpa be allowed in the future unless a new planning application is submitted. The condition would also need to set out how the Applicant is required to record and report on tonnage.

Further Padworth Parish Council comments:

Padworth Parish Council has No Objection to the Household Waste Recycling Facility receiving non-recyclable waste , BUT it does Object to the Applicant stating that the effect on the residents will be INSIGNIFICANT.

For PPC to agree to this application we would ask the EAP Committee to tell Veolia that before approving the application they should agree to the following conditions:

Firstly we would like to remind councillors that Rectory Road and Padworth Lane have a 6'6" width restriction, are single track in long sections with passing places, have 3 schools,

one with 200 children, a college, 3 stables, 2 farms, one of Europe's largest fuel storage depots, a small industrial unit, a village hall and a recycling centre.

1. Signs... there are no signs to warn traffic about the single track sections, about the entrance to Veolia, especially at the canal bridge, (the visibility is only 27% of the required figure for the 60mph speed limit), about the schools or the x-roads.

2. The speed limit on the A4 and the Reading Road is 50 mph, yet Rectory Road and Padworth Lane with all its problems is 60mph. 85% of the traffic using these lanes is travelling at over 40mph, which means a closing speed of 80mph for two vehicles on blind corners and single track sections. The increase in traffic volume is estimated (by Veolia) to be up to 90%.

3. Improve forward visibility, hedgerow maintenance, and lowering of earth banks, especially at White Copse Corner, which is only 40 meters from the entrance to Jubilee School where children cross the lane every day, and is completely blind to oncoming traffic in both directions. Improve the 'Passing Places' which are all in a very poor condition and too small.

4. The 6'6" width restriction is ignored daily, bring in a weight restriction as well.

5. Apply Traffic Light Controls on the Canal and River Bridges.

6. Enforce the 'Turn Left Only' rule when leaving the Veolia Site. One sign says 'All Traffic turn Left' and another says 'HGV's Turn Left'.

7. Regular meetings between the Parish Council and Veolia to discuss any problems.

8. A ceiling of 6000 tonnes per annum be enforced, and no increase without a new Application.

I repeat Padworth Parish Council is only asking for conditions which will ensure the safety of its residents and the many people who use these lanes, especially the parents making 4 trips per day.

The cost of these conditions would not be high and are vital if people's safety is of a concern.

Further Padworth Parish Council comments (Motion):

Padworth Parish Council employed a transport consultant (Motion) who provided comment on 17/01683/MINMAJ in conjunction with the associated application 17/01684/MINMAJ.

Following the submission of further assessment work undertaken on behalf of Veolia ("the Applicant") relating to their proposed development at Padworth (planning application reference 17/01684/MINMAJ) I have now had an opportunity to review this information.

I am disappointed to note that the additional information provided by the Applicant fails to deal with the concerns I have previously raised in relation to the transport and traffic related environmental impacts arising from the planning application proposals.

These concerns continue to be:

- Road safety at the access to the Waste Recycling Centre. Visibility to and from the south is significantly less than required for the observed speed of traffic (a mere 27% of the desirable safe visibility). Forward visibility from traffic waiting to turn right

in to the Facility to on-coming traffic is around one third of the desirable safe visibility.

- Road safety on Padworth Lane south of the Facility. With a combination of narrow road width (less than 5.5m) and 85th percentile speeds in excess of 40mph, that there is a much increased risk of pedestrians walking along Padworth Lane being killed if they are involved in a road accident;
- Environmental impact associated with changes in road traffic. Increases in traffic volumes of up to 90% are expected (based on the Applicant's submitted data). Irrespective of whether the Applicant considers receptors along Padworth Lane – such as children playing, parents pushing children in prams – to be traffic sensitive or not, the increases in road traffic of this magnitude require further, detailed assessment and mitigation; and
- Peak hour impacts of the Applications. The analysis shows that during the Sunday peak hour of 12:00-13:00 two to three additional vehicle movements are expected every minute outside the Village Hall. This approximately equates to more than one vehicle every minute turning right into the Site. To the south of the swing bridge traffic flow increases are expected to be lower but nonetheless are expected to result in increases of between 35% and 47% compared to the existing flows. Increases in hourly traffic movements of this magnitude on a quiet rural lane with traffic travelling in excess of 40mph have the potential to cause severe environmental and road safety impacts.

As I have previously raised with the Council, the Applicant's assessment work fails to comprehensively assess the impacts of the proposals and continues to do so. As a consequence of this failure no consideration is given to mitigation notwithstanding my conclusions, previously provided to the Council, that the residual impacts arising from increases in road traffic will be severe.

In the absence of mitigation, the Council has no option but to withhold planning permission in accordance with paragraph 32 of National Planning Policy Framework.

In the alternative that the Council decides to approve the Applications, I would recommend that the following conditions / restrictions should be added:

Condition 1

A study is undertaken to develop a scheme for managing traffic along the route in accordance with the Quiet Lanes principle, which is aimed at achieving positive changes in user behaviour on minor rural roads.

This should include, but not be limited to:

- Introduction of 30mph speed limit on the route;*
- Improvement of forward visibility including hedgerow maintenance and lowering of earth banks in the highway;*
- Improved signing along the route to warn motorists of change in environment and that they should give priority to pedestrians, cyclists and equestrians;*
- Improvements to PRow signing to ensure that PRow users are able to quickly and easily locate PRowS and thereby minimise the length of time spent in the carriageway;*
- Introduction of weight restriction along the route between Baughurst Road and swing bridge with exceptions for access to local businesses / emergency vehicles. Camera enforcement of restrictions;*
- Introduction of formal one-way working at the canal and river crossings;*
- Traffic management scheme at the junction of Rectory Road / Padworth Lane / School Road / Raghill*

to slow motorists and enable safe crossing for children attending schools; and
viii. Provision of pedestrian crossing facilities on Padworth Lane between the A4 and the Village Hall.

Condition 2

Having regard to the wide variety of social and community events that take place at locations along the route, regular recorded liaison between the Operators of the Facility and the Parish Council so that conflicts between the activities of local residents and activities of the Facility can be minimised.

Condition 3

A ceiling of 6,000 tpa of household waste is imposed at the Facility and that furthermore, no increase in that 6,000 tpa be allowed in the future unless a new planning application is submitted. The condition would also need to set out how the Applicant is required to record and report on tonnage.

West Berkshire Highways:

Initial comments

1. I have viewed the above planning applications [17/01683/MINMAJ and 17/01684/MINMAJ], the supporting statement and transport statement (TS) prepared by AECOM Infrastructure & Environment UK Limited. I have also viewed letters of representation.
2. The Padworth IWMF provides an operational base for the fleet of waste collection vehicles, a Waste Transfer Facility, a Materials Recycling Facility, a Composting Facility, a Mini Household Waste Recycling Centre (HWRC) and ancillary uses including offices and vehicle workshops.
3. Planning permission for the IWMF was granted in March 2009 under the planning application 08/01166/MINMAJ, with the facility becoming operational during November 2011.
4. Condition 7 was applied with a following planning application to planning 14/01111/MINMAJ and limited opening hours for the HWRC from 12.30 to 18.30 hours on Monday to Fridays and 07.30 to 18.30 hours on Saturdays and Sundays. The application seeks to vary the condition to allow opening hours from 08.00 to 18.00 on Mondays to Sundays and bank holidays
5. Since opening in November 2011, the use of the HWRC has been significantly less than projected during consideration of the original planning application in 2008/ 2009. A number of reasons have been put forward for this in the supporting statement including the limited opening hours, the exclusion of non recyclable waste at Padworth and an increase in recyclables being collected from households. Another possible factor is the use of the Smallmead HWRC at Reading which is likely to have been more attractive to use for West Berkshire residents in places such as Tilehurst.
6. It also needs to be stated that projections made within the original planning application in 2008 were deliberately made to be excessive by highway officers to provide a robust assessment at that time. For instance the projection considered the highest

projection for waste being processed through the site, took account of vehicles with trailers, and also used higher seasonal levels.

7. According to the TS, the original planning application for the IWMF had anticipated 5,700 tonnes per annum in 2012, and 7,200 tonnes by 2025 that would be taken to the HWRC. Visits to the HWRC were expected to average 441 per day on weekdays and 1,093 per day on Saturdays. By 2015/2016 they had still only reached an annual input of circa 1,300 tonnes, some 15% of the original projection. Vehicle movements for the HWRC were surveyed for a week in September 2015 with movements ranging between 10 and 50 during weekdays with 97 to 117 movements at weekends.
8. There were reciprocal arrangements where residents of neighbouring authorities could use an HWRC including West Berkshire residents using the Smallmead HWRC at Reading. However this ended on June 30th 2016 forcing West Berkshire residents to use the Padworth HWRC. According to the TS, the unaudited figure for 2016 /2017 is circa 2,300 tonnes through the HWRC, however even this is still only 30% of the original projection.
9. According to the TS, a survey of the users during the same week in September 2015 sought views on the operation of the HWRC including if they would like to be able to also bring non recyclable waste. The survey revealed that 97% of residents wanted to be able to bring general household waste to Padworth. This is perhaps not surprising as the only location where West Berkshire residents could take non recyclable waste is the Newtown Road HWRC in Newbury. Also residents wanting to use an HWRC on weekday mornings would also have to drive to Newbury.
10. This planning application seeks to allow West Berkshire residents to take non recyclable waste to Padworth. It is understood from a survey undertaken in September 2014 that there was circa 4,800 tonnes of waste per year from West Berkshire residents being taken to the Smallmead HWRC in Reading. A further survey from September 2015 revealed that 500 tonnes of recyclable waste came from Hampshire residents in locations such as Tadley equating to some 41% of all waste being taken to the HWRC
11. Taking all of the above into account, The TS assumes it possible that the waste being taken to the HWRC could increase to between 5,000 to 6,000 tonnes per annum.
12. With the above changes from the cessation in the reciprocal arrangements, I consider that the traffic distribution should be checked and amended if required to reflect that visitors to the HWRC will now only be from West Berkshire. I will also need to be more certain that the 7,200 tonnes limit will not be breached significantly in the future. I would therefore like more detail on how this 6,000 tonnes per annum figure has been arrived at and the assumptions made. I also have concerns regarding the September 2015 survey, as this is prior to the reciprocal arrangements with neighbouring authorities that ended in June 2016, so therefore in my view any surveys undertaken earlier are now unfortunately in my view now somewhat out dated. Updated surveys of the number of vehicles entering and leaving the site during weekdays and weekends are now required.
13. For any future traffic assessment, the TS uses the above expected 6,000 tonnes per annum. To take account of the changes sought in respect of the hours of operation hourly movements have been generated based on the patterns currently experienced

at the Newtown Road HWRC in Newbury which operates similar hours and waste types as is being proposed with this planning application. To clarify this further I request the latest survey data that is available from the HWRC in Newbury.

14. As requested, updated traffic surveys have been undertaken during February and March 2017 weekday peak hours covering the following four study junctions:
- A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout
 - A4 Bath Road / Padworth Lane priority junction
 - Padworth Lane Railway Bridge traffic signals
 - Padworth IWMF Site Access / Padworth Lane priority junction
15. I do however need to see the traffic count and queue data and this would normally be submitted with the TS. There is a further more serious issue being that the original Transport Assessment included survey data from weekends. Sunday between 11.00 and 12.00 was originally surveyed, but whether this is still the case may depend upon the updated surveys of the number of vehicles entering and leaving the site during weekdays and weekends requested earlier. Further surveys are therefore required including weekends.
16. The TS summarises the traffic survey results so far obtained in the following tables on page 8 of the TS that are mostly reproduced below. The TS then compares the 2017 survey data taken for the original planning application in 2004. The TS notes that there has been a reduction in traffic levels on the A4 corridor since 2004, possibly due to the fact that there were works ongoing on the M4 at Junction 13 at that time. Further evidence of this reduction is contained within survey data from May 2017 from planning application 16/01656/COMIND for the redevelopment of the White Nurseries Garden Centre to the north of Aldermaston. This also shows a reduction in traffic along the A4 corridor.

| Location | 2004 | 2017 | Change | % Change |
|--|-------------|-------------|---------------|-----------------|
| A4 west of the A340 roundabout | 1,764 | 1,462 | -302 | -17.1% |
| A340 south of the roundabout | 983 | 937 | - 46 | - 4.7% |
| A4 between Padworth Lane and the A340 roundabout | 2,790 | 2,477 | -313 | -11.2% |
| A4 east of Padworth Lane | 2,743 | 2,389 | -354 | -12.9% |
| Padworth Lane between the site entrance and the A4 | 146 | 222 | 76 | 52.1% |
| Padworth Lane south of the site entrance | 133 | 209 | 76 | 57.1% |

Comparing traffic levels from 2004 to 2017 AM peak 08.00 to 09.00 hours

| Location | 2011 | 2017 | Change | % Change |
|---------------------------------------|-------------|-------------|---------------|-----------------|
| A4 west of the A340 roundabout | 1,771 | 1,487 | -284 | -16.0% |
| A340 south of the roundabout | 861 | 842 | - 19 | - 2.2% |
| A4 between Padworth Lane and the A340 | 2,615 | 2,480 | -135 | - 5.2% |

| | | | | |
|--|-------|-------|------|--------|
| roundabout | | | | |
| A4 east of Padworth Lane | 2,551 | 2,355 | -196 | - 7.7% |
| Padworth Lane between the site entrance and the A4 | 117 | 204 | 87 | 74.4% |
| Padworth Lane south of the site entrance | 114 | 190 | 76 | 66.7% |

Comparing traffic levels from 2004 to 2017 PM peak 17.00 to 18.00 hours

17. While the TS shows a reduction in traffic along the A4 corridor, the TS shows an increase in traffic along Padworth Lane. The TS suggests this could be due to the IWMF / HWRC. However I am not entirely convinced by this as the HWRC is not open during weekday mornings. I would suggest the possibility of other factors at work, however that is not for this planning application to solve and I can only assess any additional impact from the proposal.
18. The letters of representation often refer to the narrowness of Padworth Lane and that there is a speed issue. It is true that Padworth Lane is narrow in places; however there is no evidence that there is a speeding issue. Speed surveys were taken outside Lodge Farm on Padworth Lane to the south of the IWMF from July 30th to August 5th 2015 revealed 85th percentile speeds of 38 mph northbound and 37mph southbound. Considering that the speed limit is 60mph, this does not in my view suggest a speeding issue. This is supported by a Speed Limit review undertaken by the Council during September 2015 that concluded that no changes to the speed limit should be undertaken.
19. A further issue being raised is the possibility of prohibiting vehicles from turning right from the site. This was considered at length with the original planning application. Firstly with the access being private, it is not possible to apply a traffic regulation order upon it to prohibit vehicles turning right. Even if it was possible to apply a traffic regulation order, it is highly unlikely to ever be enforced in such a location. It may be possible to physically prevent vehicles from turning right with items such as kerbed islands. However any islands would need to be small enough to still enable large vehicles to turn into and out of the site, but in making them smaller, this then reduces their effectiveness in preventing smaller vehicles from turning right. None of this is in my view practical and therefore with the original planning application we settled on providing a sign that encouraged traffic not to turn right.
20. The performance of the four study junctions has been tested using the industry standard software packages including Junctions 9 for priority junctions and roundabouts and LinSig 3 for signalised junctions. I would ask that further model runs be undertaken for 2022 with traffic growthed, any committed developments in the area including any proposals for within the adjacent Oil Pipeline Agency site plus all updates mentioned earlier included. All model outputs should then be submitted.
21. I can only make any conclusions on these planning applications, once all of the above requested information has been submitted. I am obliged to follow paragraph 32 of the National Planning Policy Framework that states “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

22. I will therefore assess all updated information when submitted and will then consider if there is or if there isn't any severe impact on the network.

Further WBC Highways comments:

Traffic Distribution and generation

1. The Section 73 planning application for variation of condition 7 of Planning Permission 14/011111/MINMAJ to extend the opening hours of the Household Waste Recycling Centre to include weekday mornings by varying the condition to "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
2. The change of Use Application is to enable the receipt of non-recyclable waste at the Household Waste Recycling Centre in addition to the recyclable waste already received there.

Traffic Distribution

3. I refer to my previous memorandum dated August 29th 2017 and the updated information received on March 29th 2018 including a Technical Note. With the cessation in the reciprocal arrangements with neighbouring authorities, I asked that the traffic distribution be checked and amended if required to reflect that visitors to the HWRC will now only be from West Berkshire. I am yet to consider that this has been completed to my satisfaction, so I have undertaken this exercise myself
4. I consider that the facility will serve the following wards: Aldermaston, Basildon, Birch Copse, Burghfield, Calcot, Mortimer, Pangbourne, Purley On Thames, Theale and Westwood. I also consider that most of Bucklebury will be served except the Hermitage area and the B4009 corridor that will gravitate towards Newbury. I would also expect some of Thatcham to gravitate towards Padworth. From this I have provided a gravity model as shown below that shows the area served and the likely routes of traffic to and from the site:

| Wards | Population Numbers | Population % | Route | | Traffic Distribution % | | | |
|-------------|--------------------|--------------|---------|------|------------------------|---------|------|------------|
| | | | | | A4 East | A4 West | A340 | Padworth L |
| Aldermaston | 2742 | 4.8 | A4 West | 50% | | 2.4 | | |
| | | | A340 | 50% | | | 2.4 | |
| Basildon | 3235 | 5.7 | A4 East | 100% | 5.7 | | | |
| Birch Copse | 7771 | 13.7 | A4 East | 100 | 13.7 | | | |

| | | | | % | | | | |
|-------------------|-------|-------|------------|------|------|------|-----|------|
| Bucklebury #1 | 4700 | 8.3 | A4 East | 30% | 2.5 | | | |
| | | | A4 West | 70% | | 5.8 | | |
| Burghfield | 5935 | 10.5 | A4 East | 70% | 7.3 | | | |
| | | | Padworth L | 30% | | | | 3.1 |
| Calcot | 8651 | 15.3 | A4 East | 100% | 15.3 | | | |
| Mortimer | 5838 | 10.3 | Padworth L | 80% | | | | 8.2 |
| | | | A4 East | 20% | 2.1 | | | |
| Pangbourne | 3066 | 5.4 | A4 East | 100% | 5.4 | | | |
| Purley On Thames | 6524 | 11.5 | A4 East | 100% | 11.5 | | | |
| Thatcham North #2 | 1170 | 2.1 | A4 West | 100% | | 2.1 | | |
| Thatcham South #2 | 1420 | 2.5 | A4 West | 100% | | 2.5 | | |
| Theale | 2910 | 5.1 | A4 East | 100% | 5.1 | | | |
| Westwood | 2739 | 4.8 | A4 East | 100% | 4.8 | | | |
| Totals | 56701 | 100.0 | | | 73.4 | 12.8 | 2.4 | 11.4 |

Expected area being / to be served by facility and associated traffic distribution

#1 Bucklebury excluding the B4009 corridor that will gravitate towards Newbury

#2 20% of the Thatcham North and South wards

Source 2011 Census data

- This provides a distribution of 73.4% A4 East, 12.8% A4 West, 11.4% Padworth Lane and 2.5% A340. This compares with 55%, 15%, 20% and 10% contained on page 17 within the Transport Assessment work. I am therefore concerned that the transport assessment work cannot yet be relied upon at this stage until we can agree the distribution. This is pivotal as the distribution will determine the traffic increases on each route. There is also the possibility that there could be some pass by trips from other locations in West Berkshire to the facility, but I would expect these to be very small in number.

Traffic Generation

- Also within my previous memorandum I asked for more detail on how this 6,000 tonnes per annum figure has been arrived at and the assumptions made. Some detail is contained within the submitted Supporting Statement in paragraphs 3.9 to 3.12. 1,500 tonnes are already deposited at Padworth including some 500 tonnes from Hampshire residents that are now no longer able to use the facility, thus leaving 1,000 tonnes from West Berkshire residents. The Supporting Statement the states that "*in September 2014 indicated that there was probably approximately 4,800 tonnes of waste per year from West Berkshire residents being deposited at the*" Reading Smallmead HWRC. 1,000 plus 4,800 provides circa 5,800 tonnes, rounded to 6,000 tonnes

7. I am somewhat concerned regarding the “probably approximately” part of this, so I have made my own inquiries. I have been informed by West Berkshire Council Waste Services that dwellings in West Berkshire took 205kg of waste and recycling to an HWRC produce on average during the 2017/18 year. Again referring to the above wards that are likely to be served by the facility, we can calculate the following expected tonnages:

| Ward | Dwellings | Tonnes |
|-------------------|-----------|--------|
| Aldermaston | 1295 | 265 |
| Basildon | 1243 | 255 |
| Birch Copse | 2989 | 613 |
| Bucklebury #1 | 1690 | 346 |
| Burghfield | 2341 | 480 |
| Calcot | 3604 | 739 |
| Mortimer | 2427 | 498 |
| Pangbourne | 1299 | 266 |
| Purley On Thames | 2697 | 553 |
| Thatcham North #2 | 445 | 91 |
| Thatcham South #2 | 562 | 115 |
| Theale | 1290 | 264 |
| Westwood | 1077 | 221 |
| Totals | 22959 | 4707 |

Expected tonnes of waste and recycling to be taken to the HWRC

#1 Bucklebury excluding the B4009 corridor that will gravitate towards Newbury

#2 20% of the Thatcham North and South wards

Source 2011 Census data

8. I have therefore calculated that some 4,700 tonnes including the existing 1,000 tonnes mentioned earlier could be expected per annum at the facility. As the TA is based on 6,000 tonnes, I will therefore accept the 6,000 tonne figure and consider that a robust assessment is being provided in this regard
9. A survey undertaken at Padworth observed that 0.061 tonnes per trip (i.e. load) were made, whereas at the Newbury HWRC the tonnes per trip were recorded as 0.058. The lower 0.058 (58kg) has been used within this assessment, as it results in a higher number of trips overall and therefore provides a more robust assessment.
10. With these proposals at Padworth, the projected increase to 6,000 tonnes will be from the current 1,500 tonnes per annum of waste brought to the facility. To calculate the additional hourly traffic profiles with this increase, traffic counts were taken at the Newbury HWRC in September 2015, except that adjustments have been made as no trips take place at the Newbury HWRC between 0800 and 0830 and that trips occurring after 1800 have been omitted from the profile generation.
11. From data from the Newbury HWRC, 64% of trips occur on weekdays with 36% over weekends. With the projected 6,000 tonnes per annum expected at Padworth HWRC,

this results in a projected 3,840 tonnes per annum being brought to Padworth on weekdays. By dividing this figure by 260 weekdays per year, this results in 14.7 tonnes of waste expected to be delivered per weekday. Finally by applying the 0.058 tonnes per trip it is estimated that there would be 254 trips per day on weekdays.

12. This produces the following traffic projection for the proposal in comparison to the existing generation:

| Hour Commencing | Existing Weekday Trips | Proposed Weekday Trips | Net Change Weekday Trips |
|-----------------|------------------------|------------------------|--------------------------|
| 08:00 | 0 | 17 | +17 |
| 09:00 | 0 | 28 | +28 |
| 10:00 | 0 | 32 | +32 |
| 11:00 | 0 | 32 | +32 |
| 12:00 | 4 | 29 | +25 |
| 13:00 | 8 | 29 | +21 |
| 14:00 | 10 | 32 | +22 |
| 15:00 | 12 | 25 | +13 |
| 16:00 | 3 | 18 | +15 |
| 17:00 | 6 | 12 | + 6 |
| Totals | 43 | 254 | +211 |

Existing and proposed weekday traffic generation

#1 Trips are vehicle movements in and out. E.g. from 08:00 17 in, and 17 out are projected

#2 The figures do not include staff and WBC contractor waste deliveries, etc.

13. This leaves a remaining 2,160 tonnes expected to be brought to the HWRC on the remaining 102 weekend days. Again using 0.058 tonnes per trip this equates to 365 trips per day and again using the day profile from the Newtown HWRC, the following is projected for the weekend on a Sunday:

| Hour Commencing | Existing Sunday Trips | Proposed Sunday Trips | Net Change Sunday Trips |
|-----------------|-----------------------|-----------------------|-------------------------|
| 08:00 | 1 | 30 | +29 |
| 09:00 | 2 | 30 | +28 |
| 10:00 | 17 | 40 | +23 |
| 11:00 | 12 | 44 | +32 |
| 12:00 | 12 | 40 | +28 |
| 13:00 | 10 | 42 | +32 |
| 14:00 | 21 | 44 | +23 |
| 15:00 | 17 | 39 | +22 |
| 16:00 | 17 | 31 | +14 |
| 17:00 | 7 | 25 | +18 |
| Totals | 116 | 365 | +249 |

Existing and proposed weekend day Sunday traffic generation

14. I note that Padworth Parish Council have used consultants Motion to assess these applications. Motion also took traffic surveys at the Newbury HWRC, but in September 2017. I note that a similar hourly traffic profile was found to the applicants consultants AECOM.
15. I consider that September is a robust month to take surveys at an HWRC to use for projections.
16. According to the submitted Transport Report on page 16, there will be at most one additional HGV per day and according to paragraph 3.3.2 of the Environmental Statement there is no change to the required staff numbers at the as a result of the proposed changes. Therefore we are only considering West Berkshire residents using the facility.

Conclusion

17. It must be reminded that the original planning applications for this site were expecting a throughput of 7,200 tonnes per annum. It has only been 1,500 tonnes per annum, so should these proposals be approved, the throughput is still lower than originally envisaged and projected.
18. I can now accept the above traffic projections and consider them to be robust with a likely over projection in tonnages per annum to be brought to the site and a higher number of trips with the lower 0.058 tonnes expected per trip to be brought to the HWRC by residents. However to consider this further, additional work or justification is needed on the traffic distribution that in turn effects all of the traffic modelling on the impact of the proposal.

Further WBC Highways Comments

Introduction

1. The Section 73 planning application for variation of condition 7 of Planning Permission 14/01111/MINMAJ to extend the opening hours of the Household Waste Recycling Centre to include weekday mornings by varying the condition to “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
2. The change of Use Application is to enable the receipt of non-recyclable waste at the Household Waste Recycling Centre in addition to the recyclable waste already received there.

Access

3. The site access was approved with the 2008 planning applications and is acceptable with regards to width and sight lines. To the north more than adequate sight lines are provided. To the south 2.4 x 24.0 metre sight lines are provided which with reference to the governments *Manual for Streets* were suitable for 85th percentile speeds of 19 mph that were recorded during consideration of the 2008 planning applications. This was looked at in great detail at that time, and I am not expecting any aspect of this to have changed. Pedestrian links including a footway from the site was also provided in

2008. I consider that as the arrangements were acceptable for a throughput of 7,200 tonnes, they should be acceptable for 6,000 tonnes.

Traffic Distribution

4. I refer to my previous memoranda regarding traffic distribution dated April 20th 2018. With the cessation in the reciprocal arrangements with neighbouring authorities, I asked that the traffic distribution be checked and amended if required to reflect that visitors to the HWRC will now only be from West Berkshire. To calculate my own distribution, in my previous memorandum I provided a gravity population model that produced a distribution of 73.4% A4 East, 12.8% A4 West, 11.4% Padworth Lane and 2.5% A340. At the time, this compared with 55%, 15%, 20% and 10% being suggested by the applicant's highway consultants AECOM. In response on May 3rd 2018 AECOM suggested a distribution that "followed the gravity model (population) based approach advocated by WBC, but...completed this at a more granular level using output areas rather than [electoral wards, in order to reduce the requirement for assumptions on percentage splits by ward. The attached figure shows the route assigned by Output Area, with the spreadsheet providing the supporting data and subsequent calculations by route. The assessment is based on 2011 Census Data" With this further work, we have therefore agreed a distribution of 62.8% A4 East, 18.1% Padworth Lane 15.0% A4 West, and 4.1% A340.

Traffic Generation

5. As explained within my previous memorandum dated April 20th 2018, I consider that the expected 6,000 tonnes per annum throughput is a robust projection and I therefore concur with the traffic projections outlined within my previous memorandum.
6. With an agreed traffic distribution, I am now able to compare the projected traffic generation to the level surveyed with the Manual Classified Counts (MCC) from February and September 2017 and to the level of traffic consented with the original planning applications of 2008. The results are as follows:

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 40 | 17 | 51 |
| 09.00 to 10.00 | 12 | 26 | 82 |
| 10.00 to 11.00 | 12 | 32 | 96 |
| 11.00 to 12.00 | 12 | 34 | 98 |
| 12.00 to 13.00 | 234 | 82 | 132 |
| 13.00 to 14.00 | 204 | 75 | 117 |
| 14.00 to 15.00 | 166 | 64 | 108 |
| 15.00 to 16.00 | 115 | 44 | 70 |
| 16.00 to 17.00 | 119 | 36 | 66 |
| 17.00 to 18.00 | 103 | 20 | 36 |

Site Access weekday traffic flows - total in and out

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|------|----------------|---------------|----------------|
| | | | |

| | | | |
|----------------|----|----|----|
| 08.00 to 09.00 | 50 | 39 | 44 |
| 09.00 to 10.00 | 57 | 47 | 52 |
| 10.00 to 11.00 | 75 | 60 | 64 |
| 11.00 to 12.00 | 79 | 64 | 70 |
| 12.00 to 13.00 | 72 | 60 | 65 |
| 13.00 to 14.00 | 79 | 68 | 74 |
| 14.00 to 15.00 | 81 | 67 | 71 |
| 15.00 to 16.00 | 82 | 69 | 73 |
| 16.00 to 17.00 | 83 | 67 | 70 |
| 17.00 to 18.00 | 64 | 51 | 54 |

Site Access weekend day traffic flows - total in and out

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 241 | 222 | 250 |
| 09.00 to 10.00 | 174 | 185 | 231 |
| 10.00 to 11.00 | 97 | 113 | 165 |
| 11.00 to 12.00 | 94 | 112 | 164 |
| 12.00 to 13.00 | 273 | 149 | 190 |
| 13.00 to 14.00 | 277 | 171 | 205 |
| 14.00 to 15.00 | 244 | 160 | 196 |
| 15.00 to 16.00 | 182 | 124 | 145 |
| 16.00 to 17.00 | 255 | 187 | 212 |
| 17.00 to 18.00 | 272 | 204 | 217 |

Padworth Lane – North of access. Weekday total traffic flows both ways

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 91 | 21 | 50 |
| 09.00 to 10.00 | 85 | 37 | 65 |
| 10.00 to 11.00 | 105 | 35 | 58 |
| 11.00 to 12.00 | 115 | 46 | 78 |
| 12.00 to 13.00 | 97 | 61 | 89 |
| 13.00 to 14.00 | 92 | 69 | 101 |
| 14.00 to 15.00 | 103 | 53 | 76 |
| 15.00 to 16.00 | 93 | 70 | 92 |
| 16.00 to 17.00 | 103 | 39 | 53 |
| 17.00 to 18.00 | 91 | 33 | 51 |

Padworth Lane – North of access. Weekend day total traffic flows both ways

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 213 | 209 | 215 |
| 09.00 to 10.00 | 160 | 163 | 173 |
| 10.00 to 11.00 | 83 | 87 | 99 |

| | | | |
|----------------|-----|-----|-----|
| 11.00 to 12.00 | 82 | 86 | 98 |
| 12.00 to 13.00 | 112 | 85 | 94 |
| 13.00 to 14.00 | 129 | 106 | 114 |
| 14.00 to 15.00 | 128 | 110 | 118 |
| 15.00 to 16.00 | 101 | 88 | 93 |
| 16.00 to 17.00 | 174 | 159 | 164 |
| 17.00 to 18.00 | 205 | 190 | 193 |

Padworth Lane – South of access. Weekday total traffic flows both ways

| Hour | Consented 2008 | Surveyed 2017 | Projected 2018 |
|----------------|----------------|---------------|----------------|
| 08.00 to 09.00 | 50 | 39 | 44 |
| 09.00 to 10.00 | 57 | 47 | 52 |
| 10.00 to 11.00 | 75 | 60 | 64 |
| 11.00 to 12.00 | 79 | 64 | 70 |
| 12.00 to 13.00 | 72 | 60 | 65 |
| 13.00 to 14.00 | 79 | 68 | 74 |
| 14.00 to 15.00 | 81 | 67 | 71 |
| 15.00 to 16.00 | 82 | 69 | 73 |
| 16.00 to 17.00 | 83 | 67 | 70 |
| 17.00 to 18.00 | 64 | 51 | 54 |

Padworth Lane – South of access. Weekend day total traffic flows both ways

7. Except for a few hours during the morning, the projected traffic levels are consistently below the levels approved with the original 2008 planning applications. This is due to the original expectation that there would be a throughput of 7,200 tonnes per annum through the site. It has however only been 1,500 tonnes per annum, which would have been recorded with the MCC. It is now expected that there will be 6,000 tonnes per annum. Compared to 2008, there will be increases in traffic generation up to 12.00. The biggest increases seem to be between 09:00 to 12:00 hours, but these hours are generally off peak with lower traffic levels overall compared to the 08:00 to 09:00 hours peak. I therefore have no concerns subject to the traffic modelling results for the peak hours.
8. To obtain a trend, for the A4 corridor, I have compared the 2017 traffic surveys to levels surveyed in 2004. For Padworth Lane, I have compared the 2017 levels to levels surveyed in 2007. It would seem that overall traffic levels have fallen in the area or at least remained at similar levels.

Traffic Modelling Results

9. The consultants AECOM arranged for updated traffic surveys at the following junctions. The weekday surveys were undertaken during February 2017, with a weekend undertaken during September 2017:
 - a. Padworth Lane / Site access
 - b. A4 / Padworth Lane

- c. A4 Bath Road / A340 / Pips Way Roundabout
10. Junction 9 ARCADY and PICADY traffic modelling software was used to model the above junctions. In addition LinSig software was used to model the traffic signals over the Padworth Railway Bridge.
11. The following modelling scenarios have been provided:
- 2017 base from the traffic counts and surveys
 - 2017 with development – 2017 base plus proposed changes
 - 2022 base – 2017 base plus traffic growth and committed developments
 - 2022 with development – 2022 base plus proposed changes
12. Within these scenarios, models have been provided for the weekday 08:00 to 09:00 AM and 17:00 to 18:00 PM peaks and Sunday 12:00 to 13:00 hour's peak.
13. The following committed developments are included within the 2022 models:
- Lakeside, The Green, Theale (15/02842/OUTMAJ) – Proposed 325 residential dwellings
 - Woolhampton Quarry, Aldermaston (12/01220/MINMAJ) – Proposed mineral extraction site
 - White Tower Garden Centre, Aldermaston (17/01656/COMIND) – Proposed farm shop, butchery and plant centre
 - Land Between A340 and The Green, Theale (site reference THE009) – Housing Site Allocations DPD (2006-2026) (adopted May 2017), proposed 100 residential dwellings
 - Oil Pipeline Agency Site. Padworth Lane – Potential Oil Transfer Operations. 50 oil tankers in and out per day
14. I am content with the inclusion of these committed developments along with the expected overall traffic growth.

A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout

15. I have checked the traffic model, and even compared it to the model submitted with the White Tower Garden Centre, Aldermaston (17/01656/COMIND) for the proposed farm shop, butchery and plant centre. I would say that the road geometry input into the model is less than I would have expected, but this has the advantage of providing a more robust model, as narrower lanes decreases capacity. The 2017 model compares well regarding traffic queue lengths compared with the lengths surveyed in 2017.

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|-------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| A4 Bath Road East | 2.4 | 1.7 | 1.8 | 2.4 | 2.5 |
| A340 | 13.8 | 8.6 | 9.4 | 36.3 | 39.7 |

| | | | | | |
|-------------------|------|------|------|------|------|
| A4 Bath Road West | 33.7 | 30.5 | 33.6 | 70.2 | 73.3 |
| Pips Way | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout AM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|-------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| A4 Bath Road East | 1.0 | 2.3 | 2.4 | 3.3 | 3.4 |
| A340 | 19.9 | 18.9 | 19.6 | 70.8 | 71.9 |
| A4 Bath Road West | 11.8 | 11.4 | 11.7 | 31.3 | 31.9 |
| Pips Way | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout PM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|-------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| A4 Bath Road East | - | 0.7 | 0.7 | 0.9 | 0.9 |
| A340 | - | 0.5 | 0.5 | 0.9 | 1.0 |
| A4 Bath Road West | - | 1.7 | 1.8 | 2.5 | 2.7 |
| Pips Way | - | 0.0 | 0.0 | 0.0 | 0.0 |

A4 Bath Road / A340 Basingstoke Road / Pips Way Roundabout Sunday 12:00 to 13:00 peak

16. It is clear that there is already a traffic congestion issue at this roundabout at times during peak hours that will need to be addressed by the highway authority in the future. This issue was also picked up with the models for the White Tower Nursery (17/01656/COMIND) however the actual the development seems to have limited or no effect on the junction.

A4 / Padworth Lane junction

17. I have checked the models and concur with all figures input into the models

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|-----|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |

| | d | | nt | | nt |
|--------------------------|---|-----|-----|-----|-----|
| Left onto A4 | - | 0.6 | 0.7 | 0.8 | 1.0 |
| Right into Padworth Lane | - | 0.3 | 0.3 | 0.4 | 0.4 |

A4 Bath Road / Padworth Lane junction AM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|--------------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Left onto A4 | - | 1.1 | 1.2 | 2.0 | 2.2 |
| Right into Padworth Lane | - | 0.1 | 0.1 | 0.2 | 0.2 |

A4 Bath Road / Padworth Lane junction PM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|--------------------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Left onto A4 | - | 0.2 | 0.3 | 0.2 | 0.3 |
| Right into Padworth Lane | - | 0.1 | 0.1 | 0.1 | 0.1 |

A4 Bath Road / Padworth Lane junction Sunday 12.00 to 13.00 peak

18. It would have been advantageous to have had some traffic queue survey results to have compared the models with, but I am confident that traffic queues at this junction are low on most occasions. The development seems to have a very limited impact.

Padworth traffic signals

19. I have checked the models and concur with all figures input into the models

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Southbound | - | 2.3 | 2.6 | 2.7 | 2.9 |
| Northbound | - | 1.5 | 1.7 | 1.7 | 2.0 |

Padworth Lane traffic signals AM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Southbound | - | 1.1 | 1.2 | 1.4 | 1.4 |
| Northbound | - | 2.3 | 2.4 | 2.7 | 2.8 |

Padworth Lane traffic signals PM peak

| Arm | Projected traffic queues (passenger cars stationary vehicles) | | | | |
|------------|---|-----------------|------------------------|-------------|------------------------|
| | 2017 surveyed | a.2017 modelled | b. a. with development | c.2022 base | d. c. with development |
| Southbound | - | 0.9 | 1.3 | 1.1 | 1.4 |
| Northbound | - | 0.7 | 1.1 | 0.9 | 1.3 |

Padworth Lane traffic signals Sunday 12.00 to 13.00 peak

20. It would have been advantageous to have had some traffic queue survey results, but I am confident that traffic queues at these signals are low on most occasions. The development seems to have a very limited impact.

Padworth Lane / Site access junction

21. This junction clearly operates well within capacity. Therefore no further checks have been made.

Conclusion

22. The projected traffic levels are generally below the level that was approved with the site with the original 2008 planning applications. With the original planning applications, the site was expected to have a throughput of some 7,200 tonnes, a level that was never actually achieved. With this proposal, it is now expected to have 6,000 tonnes. This is still less than what was originally envisaged and is shown within the traffic projections. The projected traffic levels are generally below the level that was originally approved with the original 2008 planning applications. There is however an increase during weekday mornings due to the proposal to open the site at 09:00 hours, however increases seem to be off peak during the morning when overall traffic levels are lower.

23. Access arrangements were approved with the original planning application and were carefully considered at that time. I consider that as the arrangements were acceptable for a throughput of 7,200 tonnes, they should be acceptable for 6,000 tonnes.

24. As the site is now exclusively for West Berkshire residents, the traffic distribution has been reconsidered. I have checked the traffic models and concur that the proposal will have a limited impact on the highway network, and would still be a lesser impact than the level approved with the 2008 planning applications.

25. The government's National Planning Policy Framework (NPPF) states that "*development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*". I consider that due to the reasons outlined above, there are no severe impacts with the proposal. I therefore conclude by raising no objection to the planning applications. As no physical changes are proposed, I also have no conditions to request

WBC Highways Consultant (WSP)

Initial comments:

1. INTRODUCTION

West Berkshire Council are in receipt of planning applications by Veolia for changes to the above Household Waste Recycling Centre (HWRC) at Padworth. WSP have been provided with the following documents and asked to provide an *independent* review of the submission proposals based on the following documents [for ease of reference I have given each a document reference, D1, D2 etc.]:

- Supporting Statement, June 2017, Veolia [D1]
- Environmental Statement Addendum, June 2017, Aecom [D2]
- Transport Review, September 2017, Motion (on behalf of Padworth Parish Council) [D3]
- Consultation Response, 29/8/17, Paul Goddard on behalf of WBC as Highway Authority [D4]
- Planning Consents:
 - 08/01166, June 2008, WBC [D5] and associated legal agreement [D6];
 - 09/02521, December 2009, WBC [D7]
 - 11/00923, May 2011, WBC [D8]
 - 13/01546, June 2013, WBC [D9]
 - 14/01111, April 2014, WBC [D10]

Some of the consented uses incorporate variations of the waste use proposed over time, including an In-Vessel Composting (IVC) Facility.

2. INFORMATION

I have requested information for any screening opinions, scoping requests and planning history; and have been advised that no further information was submitted prior/with the application being directed to the planning portal.

Motion offer a detailed review of the documents submitted and identify where information is omitted or absent. Respecting the Government's 'Planning Guarantee' I will contemplate how the planning authority might positively determine the application or request additional information; where appropriate offering a balanced opinion which can be used to inform the determination of the planning application(s).

3. INTERPRETATION OF PROPOSALS

The site benefits from an *extant* consent, based on an assumed capacity of 7,200 tonnes per annum (tpa), subject to a number of restrictions including the hours of opening. The S106 Agreement also includes planning obligations including contributions of £30,900 towards public open space in Padworth and £50,000 towards highway improvements on the A4 and A340 roundabout. I have been provided with a response from the Highway Authority [D4] but I do not have information relating to the spending of these contributions: it might be reasonable to assume that these monies have already been spent funding improvements to local infrastructure thus the Local Planning Authority is obliged to consider these measures positively and contemplate material changes that may have arisen in the interim.

The applications seeks to vary the type of waste/recycling operations and (HWRC) open hours to reflect changes across neighbouring authorities. Unfortunately many of the criticisms made by Motion on behalf of the Parish Council are true thus the following sections outline my attempts to reconcile the baseline data and forecasts incorporated into supporting documents:

Volume of Waste & Associated Operations

Veolia indicate that the existing HWRC generates *approximately* 1300tpa, 2015/16 (paragraph 3.4, D1) which is broadly consistent with some documents (1272 tpa, D2 paragraph 3.2.2) but differs from others (approximately 1,500tpa, D3,1.1 paragraph 2).

Various sections report that the existing use is operating around 15% of the consented use: the reported data suggests this could be quite different ($1272/7200 \text{ tpa} = 0.1767$ or 17.67%). As some baseline data appears to coincide with operational changes in HWRC uses across Berkshire the use of the more recent data ($\sim 2300/7200 \text{ tpa} = 0.3194$ or 31.94%) might be appropriate for some conversions of waste and associated traffic flows.

Baseline Data & Traffic Flows

The noise surveys were undertaken in April 2017 (7.4.1, D2). The Air Quality model is derived from local monitoring data (2016) and observed traffic data (February 2017, 1.5.1 D2, not a neutral month as defined by the Design Manual for Roads & Bridges (DMRB)) and seemingly converted to 2016 for air quality model validation. The use of and conversion of neutral month traffic flows (Average Annual Daily Total (AADT) and Average Annual Daily Flow (AADF) two-way) is normal practice. It is unclear why data sources/surveys were collected over different periods; this approach simply adds to confusions in the documents and does not help transparency in the planning process contributing to the criticism levied by Motion and Padworth Parish Council.

The noise and air quality assessments contemplate traffic speeds within the assessments. Speeds are reported in miles per hour (mph, Appendix 1) and kilometres per hour (kph, Table 2, Appendix 2, D2) using the same numbers.

Comparing the Aecom data with the Motion data (Table 3.2, D4) it appears that all speeds should be *mph* thus the noise assessment should be corrected/repeated. Based on the statements of uncertainty (5.3, Appendix 2, D2) it might be reasonable to conclude that the baseline models are less accurate and may therefore offer an unsuitable basis for forecast years.

Veolia indicate that the existing HWRC generated the following traffic flows in September 2015 (paragraph 3.4, D1) highlighting seasonal variation was a factor.

- 10-50 vehicles per day (vpd) weekday; and

- 97-117vpd weekends

None of the descriptions of traffic movements are reported as one-way or two-way. Based on Appendix 1 it might be reasonable to interpret these as *one-way* traffic flows.

Forecasts

The proposals report that there is no change to the required operational staff numbers for the HWRC (D2, 3.3.1). If this statement is correct it might be reasonable to assume that other non-operational staff numbers might increase.

The S106 Agreement includes obligations to monitor and influence (staff) travel mode share. I have not been provided with Travel Plan monitoring reports so I am unable to comment on the scale of change that may have occurred (since 2009) or how targets might apply to future year assessments. It might be opportune to request this evidence also.

The ES explains (D2, 3.2.3) that the consented use (2008) was forecast to generate the following visits per day:

- 441 visits per day, weekday
- 1093 visits per day, weekend

The report explained that the consent use (7,200tpa) would reduce (to around 6,000tpa) incorporating variations in waste handling, similar to the Newtown Road facility in Newbury. Some of the forecasts (4.1.1 & 4.1.3, Appendix 2, D2) adopt different baseline or forecast skip/traffic figures therefore some elements of the development forecasts may be less reliable.

Across the ES Chapters (5-8, D2) forecast traffic flows appear consistent. Some related Chapters report on traffic effects (6.6.7, D2) highlighting that the consented development “...*would have a neutral effect on road traffic accidents*” and explains that the four minor accidents that have occurred since 2008 have been “...*dealt with in accordance with the Veolia Management System.*” I have not been provided with information relating to the Veolia Management System so I am unable to comment on any safety implications. I note some of the concerns expressed by Motion, flag concerns associated with maintenance of vegetation adjacent to the highway and its effect on visibility. The Highway Authority may wish to contemplate pursuing maintenance obligations of such vegetation (under licence) some of which might fall upon the HWRC operator.

If the existing use is around 17% of capacity and the September 2015 data represents a slightly higher seasonal demand then it might be reasonable to estimate the following traffic flows. I believe these remain broadly consistent with those reported in the 2008 forecast:

- 57-283 vpd (one-way), weekday
- 549-662 vpd (one-way), weekend

The AADT is normally in the order of 91-92% of a typical weekday flow. The 2017 traffic flows on Padworth Lane (Appendix 1, D2) suggest that the difference between the ‘with’ and ‘without’ development scenarios are 420vpd (twoway).

Given the mix of confusing data sources the forecast AADT/AADF might be considered marginally below the likely average and thereby balancing the variations in seasonal data.

Motion have completed a survey of the Newton Road facility which generates 1646vpd (two-way, Saturday) and 1718 (two-way, Sunday, Table 3.3 D4). Whilst Aecom/Veolia draw comparisons between the two HWRC elements of these waste sites, the capacities of the two facilities are quite different (Consent 06/00960 refers). Furthermore, whilst September is a neutral month (in network traffic terms, DMRB) it would be a seasonally high period for the HWRC use. Taking account of combined effect of changes it is reasonable for the Parish Council to be sensitive to traffic changes assessed in detail, e.g. Driver Stress and Delay in line with the Institute of Environmental Assessment (IEA) Guidelines³, but the overall magnitude of effects are likely to remain negligible in most cases.

Traffic Noise varies around 1-2dB/10kph thus the traffic flow/speed errors are unlikely to be significant but Air Quality is a lot more sensitive to changes in speed. In terms of comparisons between (correct) baseline conditions and forecasts (including the A4/A340 operation at capacity during peak periods) the development effects are still likely to be negligible but the cumulative effects might be more sensitive. It would be reasonable for WBC to insist that these assessments are repeated using correct data to examine the overall magnitude of effects.

Based on the descriptions of the areas to be served by the facility it appears that the HWRC would serve around 30-35,000 homes serving wards in the east of West Berkshire. The forecast traffic distribution appears to be based on existing traffic flows future traffic may differ as the use of the HWRC increases. Again, it would be reasonable for WBC to insist that these assessments are repeated based on an agreed traffic distribution but I expect the traffic flow changes will remain negligible in most cases.

Summary

There appears to be some inconsistencies in the calculation/reporting of traffic flows associated with the existing and proposed use. Based on the overall volumes of traffic involved these are unlikely to result in a significant change to the forecast effects of the development, considered further below.

4. ENVIRONMENTAL IMPACT ASSESSMENT

There is no requirement to complete a sequential test of alternative sites as available sites will have been contemplated as part of the emerging Minerals & Waste Local Plan. Section 4 (D2). Beyond this the application demonstrates that reasonable alternatives have been considered and dismissed.

The ES (Chapter 8, D2) does not follow the IEA Guidelines and associated sections of the DMRB⁵. The ES focuses on the differences between the consented use(s) and the proposals, seemingly scoping out elements of the Assessment based on the extant use. Based on the IEA Guidelines, authors are invited to adopt a degree of professional judgement on quantitative and qualitative matters; Aecom have applied a judgement (Table 8.2, D2) based on quantitative effects of traffic. Aecom/Veolia should have submitted a scoping opinion and, in response, I believe that the Council would be entitled to take a different view on qualitative effects of traffic changes, which may include a more detailed assessment of pedestrian and cycle amenity (for example).

Reflecting a similar view, Motion (D4) query some traffic flows and forecasts and highlight a number of issues that suggest they consider the scope as inadequate. In terms of the criticisms levied at the Aecom reports it might be reasonable to characterise most of these as identifying areas where 'sensitive receptors' might be affected and thus the thresholds

of material change should be considered differently. The data used by Motion is more transparent and attempts to clarify some of the data presented and omitted in the Aecom reports.

Scoping exercises may be regarded as 'good practice' but the suite of reports suggest the application was prepared and submitted in some haste. The apparent haste seems to have translated into confusion in the production of baseline data and forecasts, sufficient to cast doubt over the assessment(s).

5. SUMMARY & RECOMMENDATIONS

Motion pose various questions about the information provided and omitted; I agree with most of their criticisms of the data provided which create confusion and uncertainty. Whilst I agree with many of their criticisms I do not believe these would substantially alter the overall conclusions in terms of effects being largely negligible but they are sufficiently material that they should influence the Council's determination of the application.

Based on the overall volumes of traffic involved and the magnitude of effects resulting from the (modified) development proposals I remain satisfied that the forecast effects of the development will remain *negligible* in most cases. Overleaf I have attempted to proffer alternative approaches to the determination of the planning applications:

- using additional powers⁶ available to it to impose a planning obligation to monitor and mitigate the effects of development; or
- requesting additional information based on a correctly scoped Environmental Statement, calculating neutral forecasts derived from nearby permanent traffic count sites

Relevant Policies:

- **Waste Local Plan for Berkshire**, Joint Strategic Planning Unit, 1998:
- WLP1 "...considering proposals for waste management development...will have regard to... adverse impacts on humans and the natural environment."
- WLP27 "Planning applications for waste management will only be permitted if the local Planning Authorities are satisfied that: ...the development and its associated traffic would not give rise to any unacceptable environmental impacts...."
- **Core Strategy**, WBC 2012
- CS13 "Development that generates a transport impact will be require to... Improve and promote opportunities for healthy and safe travel... Minimise the impact of all forms of travel on the environment... Mitigate the impact on the local transport network..."

Positive Determination

Taking account of the estimated daily flow changes the resultant effects are likely to be negligible. The changes in flow patterns, compared with previous consents and resultant effects on some sensitive receptors, may be regarded as material thus the Local Planning Authority could determine the application(s) positively applying a planning obligation to monitor and mitigate the effects over 5-6 years. Such a condition could be worded:

Following the implementation of the development hereby approved the HWRC operators shall produce three biennial monitoring reports considering the environmental effects on the surrounding highway network which shall identify measures that remove, reduce or mitigate the effects of development traffic on the local transport network implementing such measures in accordance with a plans to be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the effects of development traffic are mitigated in accordance with Policy C13 of the Adopted Core Strategy and Policies WLP1 and WLP27 of the Waste Local Plan for Berkshire.

Scope

If the Local Planning Authority is minded to request additional information before determining the application it could agree the scope of the Environmental Statement based on the IEA Guidelines. In so doing the assessors may consider the magnitude of change based on quantitative assessment in traffic flows, generally regarded as:

- 0-30% Negligible
- 30-59% Slight/Low
- 60-89% Moderate/Medium
- 90%+ Significant

But in terms of the quantitative and qualitative assessment of changes the Local Planning Authority may consider the need for more detailed assessments of the following considering certain qualitative effects due to sensitive receptors (listed overleaf), with the study area which shall be first agreed with the Authority:

- Noise & vibration (often considered as part of the Noise chapter)
- Dust & dirt (often considered as part of the Air Quality chapter)
- Severance
- Pedestrian & Cyclist Delay
- Pedestrian & Cyclist Amenity
- Accidents & safety
- Driver stress and delay
- Hazardous and dangerous loads

In my opinion the study area is broadly acceptable but, responding to representations by the Parish Council, I agree that the distribution of traffic movements should be revisited so it is possible to examine some issues in more detail.

Within the study area it would be reasonable to consider the following as sensitive, requiring closer examination:

- Padworth Village Hall/Playground – pedestrian/cycle amenity;
- River Kennet Towpath/Crossing of Padworth Lane – severance, pedestrian/cycle amenity & delay;
- Severance, particularly pedestrian/cycle amenity & delay for access to/from A4 bus stops and Aldermaston Station; and
- Driver stress & delay, including Padworth Lane, A4/Padworth Lane and A4/A340 Roundabout.

Further WBC Highways Consultant (WSP) comments:

1. Introduction

Veolia have submitted a planning application for changes to the above Household Waste Recycling Centre (HWRC) at Padworth. West Berkshire Council (WBC) asked WSP to provide an *independent* review, offering an initial response taking account of representations made by Motion on behalf of the Parish Council. This memo provides a response to the additional information provided under Regulation 25 of the EIA

Regulations and should be read alongside the previous WSP response dated 14 December 2017.

2. BACKGROUND

I have been presented with a number of documents both for and against the proposals. To inform the structure of my response I have considered these in chronological order as set out below:

- 5 March 2018, Padworth Household Waste Recycling Centre, Further Information in Response to Regulation 25 Request
- March 2018, Padworth Household Waste Recycling Centre – Environmental Statement Supplementary Note, AECOM
- 26 March 2018, Letter from Mr Dimond – for Veolia (UK) Ltd, the applicants
- 27 April 2018 Letter from Mr Russell, Motion – on behalf of Padworth Parish Council

To inform my review I note references to the previous Environmental Statement (ES) which supported the 2008 application along with subsequent consents (08/01166/MINMAJ, 09/02521/MINMAJ & 11/00923/MINMAJ), approved with planning obligations; These decisions noted at Informative 3:

- “The proposed facility has the potential to generate amenity impacts that would have an adverse effect upon nearby residential and educational areas. However it is considered that through the imposition of conditions and controls under other legislation, these impacts can be maintained at a satisfactory level.”

The more recent consent, 14/01111/MINMAJ, includes highway improvements (Condition 36) and a Travel Plan (Condition 14) broadly consistent with earlier consents. I understand the highway improvements have been completed to the satisfaction of the Local Planning and Highway Authority (LPA/LHA). I have not seen the Travel Plan or monitoring reports but trust these have been completed to the satisfaction of the LPA/LHA.

3. Interpretation of Proposals & Additional Information

Based on the above key documents and supporting data I would offer the following observations/opinions:

Regulation 25 Response

The Response provides further information, clarifications and corrections. The clarifications on traffic flows/speeds are helpful and highlight how small changes in traffic could be regarded as material. It appears that Aecom concede that some links should be considered as sensitive receptors but retain their view that the magnitude of effect remain negligible for each of the six links considered. In some instances, for the reasons outlined below, I disagree but one must apply professional judgement and weigh the balance of material considerations so I have examined these further below.

ES Supplementary Note, AECOM

The Supplementary Note clarifies the basis for professional judgement in terms of ES scope, based largely on the 2008 ES. Pertinent to the planning balance and Informative 3 referenced in Section 2, I understand and accept the application of professional judgement to ensure the assessments are broadly comparable. For the reasons set out below I do not always agree with the receptor ‘sensitivity’ applied in the assessment and do not entirely agree with the applied ‘magnitude of change’ but I do agree with the concluding ‘significance’ and suggest this is a sensible basis to determine the application.

Letter from Mr Dimond, Veolia (UK) Ltd,

Mr Dimond provides a covering letter detailing the content of additional information. Notably Mr Dimond provides survey and other data used to inform the assessments, considered below.

- I accept that there are daily and seasonal variations associated with
- baseline conditions; and,
- the existing and proposed use(s).
- I agree the use of data is statistically representative; but,
- for the reasons outlined below, I generally agree with Motion on Magnitude of Change.

Letter from Mr Russell, Motion

In his letter Mr Russell reviews the additional information considered above. He raises a number of valid points:

- Visibility at the site access junction – Condition 38 (14/01111MINMAJ) required visibility splays to be provided in accordance with Drw. No. PS-ENB-08-5D based on a 20mph design speed. The (Motion) traffic survey was undertaken around 120m from the access identifying an 85thile speed of 41mph, beyond the canal bridge; they also suggest the vast majority of traffic is local traffic and confirm there is no appreciable record of collisions at this point. I agree highway visibility is critical to road safety but for the reasons identified below it is not always appropriate to provide greater visibility or warning signs as this may contribute to increased speeds and crash risk.
- Highway visibility – The LHA have a statutory duty to maintain highways, preserving highway visibility is a critical part of maintaining road safety. Legal test cases have been upheld in the Lords¹ concluding a “...Council owed no private law duty to road users to do anything to improve...” visibility. “Drivers must take the highway network as they find it.” Mr Russell maybe right that road users on Padworth Lane should exercise more caution I therefore agree with Mr Russell in terms of Condition 1 (vi) as a defined priority on Padworth Lane (Canal Bridge) should help reinforce speeds appropriate to conditions.
- Sensitive Receptors – I agree there are a number of sensitive receptors within or near the study area. Applying professional judgement one might adjust the thresholds applied when considering the magnitude of change.
- Changes in road traffic – Based on the IEA Guidelines assessors should consider the greatest change in traffic flows. As the baseline traffic flows are very low Motion may be correct, for some time periods (hours) on some days the magnitude of change may be greater than presented by the applicants. Compounding sensitive receptors, based on a comparison of the HWRC operating hours, one should note that for brief periods the level of change might be described as moderate/high for limited time periods – considered further below.

4. Planning Balance

Motion have striven to present the ‘worst case scenario’ based on the information provided and (IEA) guidance, seemingly aligned with the European Union Guidance but such a position fails to contemplate subsequent changes in legislation, court decisions and guidance (Rochdale Envelope² et al.). The IEA guidelines and associated section of the Design Manual for Roads and Bridges (Volume 11) has remained largely unchanged for 25 years and the LPA has a duty to positively determine planning applications, respecting the Government’s ‘Planning Guarantee’³.

Each party must apply professional judgement to the forecast scenario and weigh the planning balance of potential material considerations. By applying professional judgement

¹ Gorringe v Calderdale Metropolitan Borough Council

² <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2011/02/Advice-note-9.-Rochdale-envelope-web.pdf>

³ <https://www.gov.uk/guidance/determining-a-planning-application>

Motion might contemplate worse cases in their assessment of the residual cumulative effect of development whilst Aecom might do the same and arrive at different conclusions. In my capacity as an independent professional I do not need determine the application but in delivering *independent* advice I can contemplate the previous LPA's decision which concluded that the extant use has the "...potential to generate amenity impacts that would have an adverse effect..." And, in determining previous applications, the LPA concluded "...through the imposition of conditions and controls... these impacts can be maintained at a satisfactory level." As the planning test is a simple comparison between the consented use and the proposed changes I can conclude:

- Existing/Baseline conditions reveal some daily and seasonal variations;
- The proposed use(s) are also subject to daily and seasonal variations that will result in higher perceptions of change;
- The Applicant's ES under-estimates the sensitivity of some roads within the study area;
- The magnitude of change will in fact be material at times, largely because the baseline traffic flows are very low; but notwithstanding these,
- The significance of these changes remain low.

5. Summary & Conclusion

I have contemplated the evidence presented by both parties and conclude the significance of the proposed changes remains low. Motion seek to demonstrate that the development will effect pedestrian/cycle amenity and road safety, matters that have been considered before. In this context I note that the LPA has considered the waste use and, for various planning consents, concluded that the imposition of conditions and controls would ensure these are maintained at a satisfactory level.

Notwithstanding the conclusions of previous consents, the EIA Regulations 2017 introduced new powers to *monitor* EIA development and Motion have identified that speeds on Padworth Lane exceed those envisaged in previous years. The applicant is not responsible for the speed of traffic on the public highway and the LHA will prioritise its efforts and resources to addressing road safety risks as it sees fit.

Motion effectively advance a valid point which could be characterised to identify the proposals as an intensification of the use of an existing (sub-standard) access which the LPA must apply some weight however small the change in traffic flows.

Motion propose a series of obligations that are not without merit. Given the scale of change envisaged it might be unreasonable to modify the site access but to allow the application without any mitigation could create an unacceptable precedent. On balance, I agree with Mr Russell's suggestions in terms of Condition 1 (vi, road signs at the canal and river crossings) would contribute to reductions in traffic speeds and thereby deliver a proportionate remedy to the magnitude of change. I am therefore satisfied that there are no reasons to prevent the proposals and would encourage the Authority to impose the following obligation:

- The development hereby permitted shall not be brought into use until traffic signs and road markings on Padworth Lane have been delivered in accordance with plans to be submitted and approved in writing by the planning Authority
- REASON: To preserve and enhance Road Safety and Pedestrian/Cycle Amenity on Padworth Lane.

Further WBC Highways Consultant (WSP) comments:

1. INTRODUCTION

Veolia have submitted a planning application for changes to the above Household Waste Recycling Centre at Padworth, offering updates/additional information. West Berkshire

Council (WBC) asked WSP to provide an *independent* review, offering an initial response taking account of representations on behalf of the Parish Council. This memo notes the Aecom letter of 11/5/18 and contemplates the Aecom Briefing Note, Dated May 2018, examining the distribution of vehicle movements associated with the proposed Household Waste Recycling Centre application.

2. FORECAST DISTRIBUTION

The Aecom briefing note outlines a methodology to assign traffic to routes based on geographic home location and travel time, based on the (2011) Census. I agree that the Census is possibly the most comprehensive data-source but it is rapidly becoming dated and subtle variations might be reflected by developments in/near the spatial areas, contributing to negligible variations.

I do recognise why the Highway Authority is more sensitive to flow variations, as the roundabout is forecast to be close/above capacity during certain periods. Even though the change in traffic is very small the A340 and A4 (west) in the AM peak period and A4 (east) in the PM period are forecast to operate around capacity thus small increases could result in longer queues or greater risk taking (gap acceptance) at the roundabout.

I also agree that the methodology for the (manual) assignment of vehicle trips is logical based on spatial areas rather than wards. This provides a useful distinction in traffic distribution over the highway network. I attempted to recreate/reconcile the journey time of locations in Thatcham to the Newtown and Padworth sites, judging that areas to the northeast/east Thatcham may use Padworth whilst parts of south and west Thatcham might use Newtown. These distribution sensitivities are more critical for Thatcham and might ultimately contribute to flow variations at the A4/A340 roundabout (noted above). Whilst I very much doubt that pass-by trips would occur to a waste recycling centre to any meaningful extent, onward travel may influence trip patterns in more distant areas like Compton/Hampsted Norries as some residents might attempt to combine / link other trip purposes.

3. SUMMARY & CONCLUSION

It is apparent that some professional judgement has been applied to traffic distribution which might vary by time of day. Examining the magnitude of change, even contemplating typical traffic, noise and air quality sensitivities, I am satisfied the level of change is still negligible. For this reason I remain satisfied that the proposals are negligible in environmental terms.

Environment Agency:

No comments

WBC Environmental Health:

Initial comments

1. Identified Environmental Health issues relevant to Planning

Noise

Air Quality including odour

2. Conclusion

Noise

It is expected that provision of a facility to enable the receipt of non-recyclable waste will increase the number of vehicle movements into and out of the site, It will intensify the use of the existing Household Waste Recycling Facility (HWRF) and will therefore increase the amount of noise arising. The number of skip changes at the existing HWRF, for example is likely to increase from 2 to 3 a day to 8 to 12 changes per day

I have reviewed the noise and vibration chapter of the submitted Environment Statement Addendum (AECOM June 2107) which concludes that there will be no significant impact arising from the predicted intensification of use. Noise from vehicles travelling from the Bath Road to the site entrance is predicted to cause a 'minor adverse' (not significant) noise impact and there will be no perceptible increase in noise at the nearest noise sensitive residential premises arising from the increased use of the HWRF. I have been to the nearest residential dwelling to assess the existing level of noise and could hear no noise from the site during my visit.

I am satisfied that there will be no significant noise impact arising from this proposed change of use

Air Quality

Air Quality is discussed in Chapter 5 of the Environment Statement Addendum. The assessment concludes that there will be no significant change in Air Quality in the vicinity of the site arising from the increase in number of vehicles movements. A small increase in the annual mean nitrogen dioxide concentration at Padworth Village Hall and at a residential property in The Crescent is predicted but this would not generate significant adverse effects. I have reviewed the assessment methodology and I am satisfied with the conclusions reached.

Odour and bio aerosols arising from the storage and movement of non recyclable waste have also been considered. As stated in the report control of odour is already subject to current action plans and on-going sampling. The report concludes that *there is no change in the nature of the risk associated with fugitive emission, odour and bio aerosols as a result of the revise HWRC*.

I have visited the site and noted that non-recyclable waste is already accepted and processed at the site. The non – recyclable waste that will be deposited in skips will be taken at regular intervals from the HWRC into existing buildings on the site where existing controls to prevent odour and fugitive emission are in place I am therefore satisfied with and agree the conclusions reached in the submitted report.

3. Recommendation (with conditions if appropriate):

I have no objections to this application

WBC Environmental Health further comments:

I have reviewed the AECOM responses to questions raised in response to Regulation 25 request.

Request 1

There was a question raised about the use of kilometres per hour instead of miles per hour for traffic speed and whether there would be an impact on the conclusions reached by the noise and air quality assessments. It is acknowledged that the use of KPH in Appendix 2, Table 2 was a typographical error only and that there would be no impact on the conclusions reached. I accept that this is the case.

Request 2

Questions have been raised about the traffic flow data. The data has been reviewed and it has been concluded that the traffic data used in the noise and vibration chapter was correct. Therefore, there would be no impact on the conclusions reached in the noise and vibration chapter. I accept this statement.

It has been confirmed the 1579 value referred to in Appendix 1 relates to AADT. The development traffic figure has been confirmed as correct for AAWT but not AADT. An inconsistency has been identified regarding the predicted development traffic which results in an increase in predicted two way traffic flow equivalent to 49 light duty vehicle movements per day. 39 on Padworth Lane north of the site and 10 south of the site. I accept that the predicted percentage increase in the movement of light duty vehicles will not have a significant effect on the overall outcome of the air quality assessment and there is no risk that there would be a breach of local air quality objectives on Padworth lane.

WBC Environmental Health further comments:

I have reviewed the AECOM Briefing Note (May 2018) which assesses the revised traffic distribution proposed by WBC. The note compares the revised distribution with the existing transport assessment and the results are presented in Table 1. This table shows that a lower proportion of traffic is assigned to the A340 Basingstoke Road and a higher share allocated to the A4 Bath Road East.

The changes in traffic flow resulting from the revised distribution (presented in Table 2 of the note) show that a minimal impact is predicted, with a maximum increase of four vehicle movements (two visits to the site) on the A4 Bath Road East.

The slight increase in predicted traffic flow will have no significant impact on the conclusions reached in the air quality and noise impact assessments submitted to support these applications and I remain confident there will be no significant impact on amenity or local air quality as a result of these applications.

CLH Pipeline System Ltd.

Thank you for your enquiry dated 04-07-2017. We can confirm that our client's apparatus, the CLH Pipeline System – Energy Act 2013 (CLH PS), may be affected by your proposals as indicated on the attached plan(s). The plan(s) supplied are intended for general guidance only and should not be relied upon for excavation or construction purposes. No guarantee is given regarding the accuracy of the information provided and in order to verify the accurate location of the pipeline in conjunction with your proposals you should contact, to arrange a site visit.

When contacting Central Services, please quote the File Ref/Unique Number given at the Inthis correspondence, which is specific to this enquiry. Please note that you should contact Central Services within 28 days of the date of this letter in order to validate this enquiry otherwise it will become void.

You should note that the interests of the CLH Pipeline System are conserved by means of the Energy Act 2013, in particular Part IV of the Act, and other legislation such as the Pipeline Safety Regulations 1996. It is, however, the Energy Act 2013 that prohibits any development and most intrusive activities within the Easement Strip without specific consent from CLH Pipeline System. CLH Pipeline System Easement Strips are 6 metres wide and can incorporate other associated CLH Pipeline System facilities.

Central Services will be able to provide guidance on the required procedures for entering into a Works Consent and provide confirmation on permitted development and intrusive activities. The whole process of obtaining Works Consent can take between four and six weeks depending on circumstances at the time of application.

To reiterate, you should not undertake any work or activity without first contacting the CLH Pipeline System Operator for advice and, if required, Works Consent. For your additional information please visit <http://www.linesearchbeforeudig.co.uk/index.php/useful-info>, standard requirements for working/crossing the CLH Pipeline System – Energy Act 2013. You should also be aware that landowners and third parties have a duty of care not to carry out any works that have the potential to damage CLH Pipeline System apparatus. This duty of care applies even if the works themselves are situated more than 3 metres from the pipeline. Examples of such works are mineral extraction, mining, explosives, piling and windfarms.

Please note that implementation of any unapproved work that affects a CLH Pipeline System Easement Strip may result in serious consequences in terms of health and safety, expense and other attendant liabilities. In such cases it is the perpetrator of the act, together with any other promoting organisation, that shall be held fully accountable for any resulting damage. Should you require any further assistance regarding this letter please contact the undersigned or alternatively, you can contact the Central Services

Officer note: This standard response was submitted twice in relation to the planning application. No physical development, construction or intrusive works would be undertaken in association with this development. The HWRC lies well outside the Easement Strip for the Pipeline.

Canal and River Trust:

Initial comments

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that “living waterways transform places and enrich lives”. We are a statutory consultee in the development management process.

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015. Based upon the information available we have the following general advice to offer:

If the Highway Authority feel that this proposal would result in extra heavy traffic using the nearby swing bridge over the canal we would wish to discuss the proposal further with the council. Any additional HGV use will be of concern to the Trust as it may increase maintenance costs and the costs of repairs following bridge strikes.

The Trust ask the Highway Authority to consider the impact of this proposal on the bridge and consider whether any additional traffic regulations or restrictions, over and above the existing no right turn signs, are needed to prevent such usage or whether other improvements, such as CCTV cameras are necessary to protect our infrastructure.

Further Canal and River Trust comments

The Trust has reviewed the application and our comments remain unchanged.

Natural England:

Initial comments

Natural England has previously commented on this proposal and made comments to the authority in our letter dated 30th November 2016 (attached for reference). The advice provided in our previous response applies equally to this application:

No Objection

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.

Further Natural England Comments

The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal.

Emergency Planning:

I have reviewed this application and note that it is in the outer area for consultation for AWE Aldermaston and adjacent to part of the Petroleum Storage Depot site, which is not subject to the COMAH regulations.

Having regard to the proposals and the potential impact on the AWE Off-Site Emergency Plan and the potential issues relating to the PSD site I have **no adverse comments** to make.

Office for Nuclear Regulation:

I have consulted with the emergency planners within West Berkshire Council, which is responsible for the preparation of the Aldermaston off-site emergency plan required by the Radiation Emergency Preparedness and Public Information Regulations (REPPPIR) 2001. They have provided adequate assurance that the proposed developments can be accommodated within their off-site emergency planning arrangements.

The proposed developments do not present a significant external hazard to the safety of the nuclear site.

Therefore, ONR does not advise against these developments.

HSE Web application advice:

Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

National Planning Casework Unit:

No comment

WBC 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.

WBC Transport Policy: No response

WBC Planning Policy: No response

WBC Trees: No response

WBC Ecology: No response

Thames Water Utilities: No response

Network Rail:

Initial comments

Whilst there is no objection in principle to this proposal I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

HEAPING, DUST AND LITTER

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.

HAZARDOUS MATERIALS

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.

Further Network Rail comments

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.

FENCING

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

DRAINAGE

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, soakaways/attenuation ponds/septic tanks should not be constructed within 20 metres of Network Rail's boundary. Surface / foul water is to be discharged into the public sewer. Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land. The Land Drainage Act is to be complied with.

SAFETY

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. The developer must liaise with Network Rail's Asset Protection at the earliest point, with at least 3 months' notice, prior to work starting, to ensure the continued safe operation of the railway. The close proximity of the proposed site could bring a risk to the railway and Asset Protection involvement may be required. The applicant/developer may need to sign into a Basic Asset Protection Agreement, contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

HEAPING, DUST AND LITTER

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.

Ministry of Defence:

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.

WBC Sustainable Drainage: No response

3.2 Representations

Total: 11 Object: 10 Support: 1

Officer note: Some of the issues raised relate to the associated change in opening hours application rather than this 'receipt of non-recyclable waste'. However, as discussed in 6.3 below and throughout this report the applications are associated, and for completeness issues which are more likely to arise as a result of the associated development have been summarised below where they have been raised in representations on the 'receipt of non-recyclable waste' application.

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

Object

Highways Issues (some of these concerns also relate to impact on amenity):

- More traffic on Rectory Road and Padworth Lane which are extremely narrow due to residents from Burghfield and Mortimer being more likely to use the site
- Queried as to whether the canal bridge can support the weight of increased and heavier refuse vehicles
- Cumulative traffic impact with 2 nursery schools, Padworth College, 3 farms which provide livery services, and the Oil Pipelines Agency site in the area, and large volume of traffic accessing nursery schools via A4 and Padworth Lane
- Nursery students cross the lane to use other facilities and Padworth college students walk on Padworth Lane particularly in evenings and at weekends
- Young people sent to Padworth College as it is a safe area away from big cities, heavy traffic and pollution.
- Closures on the A340 Aldermaston Road bridge sometimes mean traffic being diverted onto Padworth Lane/Rectory Road overloading the road network further
- Concern that increased traffic could cause cars to back up onto the A4 and cause other traffic problems on the A4
- Already gridlock if any problems on the M4
- Speed limit should be put in place on Padworth Lane / Rectory Road
- Queried as to whether the applicant should be asked to fund 'improvements' including on road network to the south such as additional signage, speed restrictions; traffic calming, more passing bays, access restrictions

- Concern over the canal bridge being closed and traffic building up rapidly from both directions with no escape route
- Queried as to whether the 'no right turn' sign at the entrance is a legal order
- Concern that where vehicles want to exit the facility and travel south on Padworth Lane they are required to either turn on private land such as the Village Hall carpark, or go onto the A4, around the roundabout and then turn right into Padworth Lane, before travelling past the facility again and across the canal bridge
- Queried as to how speed limits could be enforced and managed,
- Queried as to how the no right turn sign can be enforced as it is frequently ignored now
- Change the site access to force all traffic using the site to access and depart from the direction of the A4 only
- Should be signage to the south indicating no access to waste site.
- Entrance should be reconstructed to prevent entry from the south.
- View put forward that the existing access compromises safety
- Without mitigation an increase in vehicle numbers will result in a steep rise in accidents and potential fatalities.
- The subsequent expansion of the nursery school on to a second site and refurbishment of village hall have contributed to increased traffic in the area
- Padworth Lane / Rectory Road:
 - used by walkers, horses, cyclists
 - has no footpaths or street lighting
 - has several blind corners and single-track bridges with no warning or 'Priority' signs.
 - is not safe currently without any extra traffic
- potential additional movements of very large lorries to remove the extra household waste
- Opening times should not coincide with rush hour or pick up / drop off times for nursery schools
- Rectory Road is already used as a 'rat run' and is already seriously over loaded at peak rush hour times, not only in volume but by vehicles exceeding a safe speeding limit

Policy considerations:

- Site is outside the settlement boundary and is not a Protected Employment Area
- The NPPF requires that the three arms of sustainable development (economic, environmental and social) be sought 'jointly and simultaneously' through the planning system. It is not considered that the proposal meets the environmental and social requirements of sustainable development, nor that the economic benefits outweigh the other two.
- No good reason why a decision should deviate from adopted planning policies
- Not compliant with Core Strategy policy CS9, which directs economic growth to the Core Employment Areas, requires sequential information, and requires consideration in light of the "*compatibility with uses in the area surrounding the proposals and potential impacts on those uses*"
- Not compliant with Core Strategy Area Delivery Plan Policy 1 which seeks to direct development to the appropriate hierarchy of settlements

Amenity impacts:

- Odour and flies already a problem particularly in the hot weather
- The intensification in use of the facility is considered to result in significant noise and disturbance to residents to the detriment of their private amenity, especially as the type of waste proposed will now create greater environmental impacts than

at present.

- Risk of smell from household waste
- Concern that the waste would not be cleared regularly and would be left overnight
- The linkage of this application with the proposal to extend the hours of operation of the facility is considered to exacerbate the above issues, as residents would experience no relief from noise, odour or traffic generation on Sundays, bank or public holidays, as presently enjoyed.

Assessment:

- Traffic survey carried out on behalf of Veolia has not taken into consideration that traffic goes both ways north and south and doesn't simply enter the Veolia plant from the north/A4
- Queried whether impacts on road network to the south have been properly considered, particularly Rectory Road and Padworth Lane
- It is considered that since 2008, the use of the site has incrementally expanded, with each proposal cumulatively increasing harm.
- The development has not adequately assessed the effect of the development on highway safety, and should include a cumulative assessment of other planning permissions.
- The site was opened at a time when traffic flows nationally were reduced following the financial crisis of 2008/9 and traffic volumes have increased in recent years in line with national trends.

Other issues:

- waste sites should be open and available to any householder in any district without restriction.
- Has not first been evidenced as to why an agreement cannot be reached with the Smallmead site in Reading
- Queried as to why the existing site at Newtown Road, Newbury cannot be considered for expansion instead as it is in a highly sustainable location, within the settlement boundary, and accessed from the A339 with appropriate links to the wider Borough.
- Feared that this would lead to further applications of physical expansion to accommodate the additional waste.
- It has not been evidenced as to how the site will be properly managed to ensure there are no adverse ecological and water environmental impacts on the Kennet and Avon Canal.

Support

In favour of application

4 Policy and Procedural Considerations

- 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, and the West Berkshire Local Transport Plan, 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)
- West Berkshire Local Transport Plan (2011-2026)

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;
- ADPP6: The East Kennet Valley
- CS5: Infrastructure Requirements and Delivery
- CS9: Location and Type of Business Development
- 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.

Environmental Impact Assessment

- 4.8 The application has been considered under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the EIA Regulations). The application has been submitted with an Environmental Statement and has been considered as EIA development.
- 4.9 For clarity the *Environmental Statement Addendum for Padworth Sidings, West Berkshire Preparatory Works and Integrated Waste Management Facility 2008 Environmental Statement [ES addendum]* and further information provided under Regulation 25 of the EIA Regulations, assesses the impacts of this application in conjunction with an application to extend the opening hours of the HWRC to include weekday mornings.
- 4.10 The aforementioned ES addendum and further information provided are considered to be an Environmental Statement for the purposes of the EIA Regulations in that they include the information reasonably required for reaching a reasoned conclusion on the significant effects of the development on the environment, taking into account current knowledge and methods of assessment.
- 4.11 For clarity, for the purposes of this report the term Environmental Statement will be used in the place of ES addendum.

5. Description of Development

- 5.1 This proposal is a change of use application which seeks permission to amend the approved details to enable the receipt of non-recyclable waste at the Household Waste Recycling Facility.
- 5.2 The original planning application for the IWMF was submitted under application reference 08/01166/MINMAJ which was subsequently approved on 16th March 2009. The details submitted with the application described the nature of the development including the nature of the waste to be received at the HWRC (i.e. only recyclable waste).
- 5.3 The wider Integrated Waste Management Facility (IWMF) is located to the east of the main residential area of Aldermaston Wharf, and 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 are the Kennet and Avon Canal and towpath, while beyond the canal is a worked out mineral void which is now a water body. To the immediate northeast of the IWMF 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.

5.4 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.

5.5 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.

6. Consideration of the Proposal

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

- The role of the West Berkshire Council
- Two applications forming one project
- The principle of the development
- Traffic and transport
- Air quality, odour and bio-aerosols
- Noise
- Impact on amenity
- Community and social
- Alternatives
- Need for the development
- Points of clarity
- Suggested conditions
- Sustainable development
- Conclusion

6.2 The role of the West Berkshire Council

6.2.1 It is important that a distinction is made between the different statutory functions of West Berkshire Council as Waste Planning Authority and West Berkshire Council as Waste Management Authority. West Berkshire Council is both the Waste

Management Authority (Waste Collection and Waste Disposal Authority) and the Waste Planning Authority for its administrative area.

- 6.2.2 These are very separate functions that are carried out by different departments within the Council. It should also be noted that this application has not been submitted by the Waste Management Authority. It has been submitted by Veolia ES West Berkshire Limited, who have been awarded the waste management contract for West Berkshire.
- 6.2.3 The role of the Waste Planning Authority is to independently determine any planning application for development proposals submitted within their area.
- 6.2.4 The role of the Waste Management Authority is to manage the municipal waste generated in West Berkshire and, as part of this function, meet targets for types of waste management.

6.3 Two applications forming one project

- 6.3.1 Made in conjunction with this application is another application that is before this committee for determination (ref 17/01683/MINMAJ) seeking to extend the opening hours of the HWRC to include weekday mornings. These two applications together form one 'project' and have been considered as such, both by the applicant in the submission, and by WBC officers in terms of assessment. Notwithstanding this, two separate reports are being produced and there will ultimately be two separate resolutions and planning decision notices issued.

6.4 The principle of the development

- 6.4.1 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.
- 6.4.2 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, however the waste would be non-recyclable as well as recyclable. In principle terms this is not considered to be substantially different from the activities which are currently undertaken there. It is true that the original application was considered on the basis that the facility would only accept recyclable material, and that is the reason that a change of use application has been submitted. However, the principle of the development is considered acceptable.
- 6.4.3 Clearly when assessing development proposals, depending on the type of development, certain parts of the development plan will be more relevant than others. As this is a waste proposal on a permanent waste facility, WLP11 is quite rightly given a substantial amount of weight in the policy assessment. Reference has been made to the site not being within the settlement boundary or a Protected Employment Area, and that the development would not be compliant with ADPP1

and CS9. ADPP1 states *inter alia*, that most development will be within or adjacent to the settlements included in the settlement hierarchy, and that the majority of development will take place on previously developed land. ADPP6 generally directs economic development to Protected Employment Areas, however also broadly indicates that any development should respond positively to the local context. The fact that ADPP1 refers to 'most' development implies that this is not a hard and fast rule in all situations. CS9 stipulates that proposals for industry, distribution and storage uses will be directed to the District's defined Protected Employment Areas, and existing suitably located employment sites and premises. CS9 further states that proposals for business development should be in keeping with the surrounding environment, and not conflict with existing uses. As previously stated, the site is an existing, permanent waste management facility and the proposal is for a waste development, therefore in principle the development is considered to be acceptable.

6.5 Traffic and Transport

- 6.5.1 As already stated this application to allow the receipt of non-recyclable waste at the HWRC is made in conjunction with another application which, if approved would extend the opening hours at the HWRC to include weekday mornings. It is acknowledged that as a result of these proposals there would be an increase in the volume of traffic accessing the HWRC. The Transport Report and Environmental Statement jointly consider the traffic and transport impacts of both the proposals. As the number of vehicle movements will be directly linked to the tonnages of waste received in an HWRC, more information is provided below on how the tonnage of waste and associated vehicle movements were considered by the applicant and WBC officers.
- 6.5.2 Until 30 June 2016 members of the public at the eastern end of West Berkshire could have chosen to use the Smallmead HWRC in Reading to dispose of their waste but this reciprocal arrangement between the councils has now been withdrawn. The applicant has indicated in the provided Supporting Statement that a survey undertaken in September 2014 showed that at that time there was circa 4,800 tonnes of waste per year from West Berkshire residents being deposited at the Smallmead HWRC. Similar arrangements also existed for Hampshire residents from the Tadley area who have used Padworth HWRC as an alternative to using the HWRC in Basingstoke. This arrangement was withdrawn on 26 September 2016 and the use of the Padworth HWRC is now restricted to West Berkshire residents. Based on a survey in September 2015 waste from Hampshire residents was approximately 41% of the input to Padworth. In 2015 / 2016 this would have resulted in approximately 500 tonnes coming from Hampshire residents.
- 6.5.3 The applicant has indicated that while some of the waste displaced from Smallmead HWRC might be taken to the Newtown Road HWRC in Newbury, it seems likely, given the proximity, that the majority would be taken to the Padworth HWRC. This seems logical and therefore as a result of these two changes it is likely that a net tonnage increase in the order of 4,000 to 4,500 tonnes per annum to the Padworth HWRC could be expected. Based on the survey information future tonnage throughput could therefore increase to between 5,000 and 6,000 tonnes per annum.
- 6.5.4 With regard to determining an average volume of waste per car which projected vehicle movements could be derived from, the applicant has indicated that this was established through surveys of the Newtown Road HWRC and Padworth HWRC,

undertaken by the Waste Collection Authority during the same week of September 2015. The survey undertaken at Padworth observed that 0.061 tonnes per trip (i.e. load) were deposited, while at the Newbury HWRC the average deposits per trip were 0.058 tonnes. The lower 0.058 (58kg) was used in the applicant's assessment, as this results in a higher number of trips overall and it is agreed therefore that this provides a more robust assessment. The applicant has also stated that September was chosen as this represents a median month for waste inputs to HWRCs and also above the average level of monthly waste inputs. It is considered that this is a suitable approach and that seasonality is therefore accounted for within the data used.

- 6.5.5 From data derived from the September 2015 survey at the Newbury HWRC, it was established that 64% of trips occur on weekdays with 36% over weekends. It is expected that as a result of this and the associated application there would, on average per weekday be circa 211 extra car trips to the HWRC, while on a Saturday or Sunday there would be circa 249 additional HWRC trips. This compares with the current weekday and 'weekend day' trips of 43 and 116 respectively. WBC Highways are satisfied with the forecast traffic levels.
- 6.5.6 WBC Highways had queried the traffic distribution provided within the applicant's Transport Report which was 55% A4 East, 15% A4 West, 20% Padworth Lane and 10% A340. Through WBC Highways' own modelling a distribution of 73.4% A4 East, 12.8% A4 West, 11.4% Padworth Lane and 2.5% A340 had been calculated. In response the applicant reassessed distribution providing the supporting data and subsequent calculations. The distributions of 62.8% A4 East, 18.1% Padworth Lane 15.0% A4 West, and 4.1% A340 were subsequently agreed by WBC Highways.
- 6.5.7 Traffic surveys were undertaken at the following junctions, the weekday surveys being undertaken during February 2017, with weekend surveys undertaken during September 2017:
- Padworth Lane / Site access
 - A4 / Padworth Lane
 - A4 Bath Road / A340 / Pips Way Roundabout.
- 6.5.8 WBC Highways were satisfied with these junctions being modelled and this was undertaken factoring in consented developments. Regarding the A4 Bath Road / A340 / Pips Way Roundabout, it is acknowledged that there is already a traffic congestion issue at times during peak hours, however the actual development seems to have limited or no effect on the junction. Considering the A4 / Padworth Lane junction, the development also seems to have a very limited impact. The Padworth Lane / Site access junction is considered to clearly operate well within capacity, while the development is also shown to have very limited impact on the Padworth traffic signals.
- 6.5.9 Padworth Parish Council's transport consultant has indicated that no Transport Assessment was provided in support of the applications, however for the avoidance of doubt the submitted Transport Report is considered to be a Transport Assessment.
- 6.5.10 The applications were submitted with an Environmental Statement which has a Traffic and Transport chapter within it. Padworth Parish's consultant has criticised the Environmental Statement indicating that is not fit for the purpose of assessing

the environmental impact of road traffic arising from the applications, and that further information and assessment is required. The Parish's consultant indicates that there are significant anomalies within the ES, and has concerns specifically about road safety at the access to the facility; road safety on Padworth Lane south of the Facility; environmental impact associated with changes in road traffic; and peak hour impacts of the applications. The Parish's consultant submits that impacts arising from increases in road traffic would be felt along Padworth Lane / Rectory Road and therefore traffic management measures should be employed in this area as mitigation. The suggested measures are set out in the 'suggested conditions' section of this report.

6.5.11 A transport consultant was commissioned by the Council to independently review the Traffic and Transport chapter in the Environmental Statement. This resulted in further information and clarification being requested in regard to the environmental impacts of the traffic associated with the development. Following the provision of such information, the Council's highways consultant has indicated that although the 'receptor sensitivity' and the 'magnitude of change' applied are not always agreed with in the Environmental Statement, the concluding 'significance' is agreed and it is suggested that this is a sensible basis upon which to determine the application.

6.5.12 The Council's highways consultant indicates that the Parish's consultant has striven to present the 'worst case scenario' based on the information provided and (IEA) (now IEMA – Institute of Environmental Management and Assessment) guidance, seemingly aligned with the European Union Guidance, and acknowledges that such a position fails to contemplate subsequent changes in legislation, court decisions and guidance. The IEA guidelines and associated section of the Design Manual for Roads and Bridges (Volume 11) has remained largely unchanged for 25 years. It is considered that by applying professional judgement the Parish's consultant might contemplate worse cases in their assessment of the residual cumulative effect of development whilst Veolia's consultant might do the same and arrive at different conclusions.

6.5.13 The Council's highways consultant concludes inter alia, that:

- Existing/Baseline conditions reveal some daily and seasonal variations;
- The proposed use(s) are also subject to daily and seasonal variations that will result in higher perceptions of change;
- The Applicant's Environmental Statement under-estimates the sensitivity of some roads within the study area;
- The magnitude of change will in fact be material at times, largely because the baseline traffic flows are very low; but notwithstanding these,
- The significance of these changes remain low.

6.5.14 The Council's highways consultant has not recommended mitigation with the exception of signage at the canal and river crossings, indicating that this would contribute to reductions in traffic speeds, thereby delivering a proportionate remedy to the magnitude of change. With regard to the canal bridge, the reasoning for this is stated as being sub-standard visibility to the south from the site access. Notwithstanding this, it is acknowledged by the Council's consultant that although highway visibility is critical to road safety, it is not always appropriate to provide greater visibility or warning signs as this may contribute to increased speeds and crash risk.

- 6.5.15 However, no mitigation is considered to be necessary by WBC Highways. Regarding the southward visibility at the site access, it is understood from WBC Highways that speeds on the canal bridge of traffic travelling in a northerly direction were measured as approximately 19mph in 2008, and there is no reason to think that this would have changed due to the physical constraints of the bridge. The sight lines are compliant in the context of this speed. For this reason no mitigation in the form of signage at the canal bridge is considered to be necessary.
- 6.5.16 Hypothetically if this application to allow the receipt of non-recyclable waste was approved, and the associated application to amend the opening hours was refused, the impacts would likely be different to those predicted in the Transport Report and the Environmental Statement. The expected increase in vehicle movements may be more concentrated as the facility would not be open on weekday mornings, however this situation has not been assessed. The assessments provided by the applicant considered the impacts of the applications jointly.
- 6.5.17 The West Berkshire Local Transport Plan (2011-2026) (LTP) is a statutory document and a material consideration, however it is not part of the development plan. LTP K2 Minimising Congestion is of particular relevance in terms of the highways impacts of the associated developments.
- 6.5.18 Policy CS13 of the Core Strategy and TRANS. 1 of the Local Plan are considered relevant to traffic and highway implications, while CS5 is concerned in part with the identification of requirements for infrastructure provision and services for new development. CS13 sets out the requirements for development that generates a transport impact, although it is stated that proposals may not be required to fulfill each criterion. The most relevant parts of CS13 in regard to this proposal are considered to be: *Minimise the impact of all forms of travel on the environment and help tackle climate change; Mitigate the impact on the local transport network and the strategic road network; and Prepare Transport Assessments/Statements and Travel Plans to support planning proposals in accordance with national guidance.*
- 6.5.19 The environmental impacts have been considered in the submitted Environmental Statement and Transport Report, and are deemed to be acceptable without the need for additional mitigation.
- 6.5.20 CS13 and WBC's Highways consultant make reference to Travel Plans, and therefore the provisions of the Travel Plan for the Padworth IWMF (approved under 14/01111/MINMAJ) are considered here. The key objectives of this Travel Plan are to minimise the use of single occupancy vehicles for staff and visitor travel; and to manage operational traffic so as to minimise its impact. The nature of the HWRC however, is such that the private motor car would be the main vehicle of choice, and public transport and car-sharing to access the HWRC would not be practical. It has been forecast that this application in conjunction with the application to extend the opening hours of the HWRC would result in one additional HGV trip (2 movements) per day, therefore the impact on operational HGV traffic would be negligible. Similarly, the applicant has indicated no changes in employment would result from the proposals, therefore again the developments would have no bearing on employee travel.
- 6.5.21 TRANS1 states inter alia, that the transportation needs of new development should be met through the provision of a range of facilities associated with different

transport modes including public transport, walking, cycling and parking provision. In a similar vein to the relevance of a Travel Plan to these proposals, the nature of an HWRC is that the private car would be used. This policy could potentially be seen as relevant in providing mitigation for walkers and cyclists for example, however mitigation is not considered necessary for the reasons outlined above and in 6.13 below.

6.5.22 WBC Highways have no objections to the development and the WBC Highways consultant agrees that any highways impacts would not be significant. This development is considered to align with CS13 and TRANS1.

6.6 Air quality, odour and bio-aerosols

- 6.6.1 Within the provided Environmental Statement which considers the impacts from this and the associated application jointly, is an air quality assessment which concludes that there will be no significant change in air quality in the vicinity of the site arising from the increase in the number of vehicles movements. The assessment indicates that there would be a small increase in the annual mean nitrogen dioxide concentration at Padworth Village Hall and at a residential property in The Crescent but it is not considered that this would generate significant adverse effects. WBC Environmental Health have reviewed the assessment methodology and are satisfied with the conclusions reached.
- 6.6.2 An inconsistency was identified regarding the predicted development traffic which resulted in an increase in predicted two way traffic flow equivalent to 49 light duty vehicle movements per day: 39 on Padworth Lane north of the site and 10 south of the site. It is considered that the predicted percentage increase in the movement of light duty vehicles would not have a significant effect on the overall outcome of the air quality assessment and there is no risk that there would be a breach of local air quality objectives on Padworth Lane.
- 6.6.3 It is noted that while non-recyclable waste is not currently accepted at the HWRC, it is already accepted and processed within the wider site. The non-recyclable waste deposited in skips would be taken at regular intervals from the HWRC into existing buildings on the site where existing controls to prevent odour and fugitive emission are in place. For these reasons the conclusions reached in the submitted report are considered satisfactory.
- 6.6.4 Hypothetically if this application to allow the receipt of non-recyclable waste was approved, and the associated application to amend the opening hours was refused, the air quality impacts would potentially be different from those predicted within the Environmental Statement. However, the assessments provided by the applicant considered the impacts of the applications jointly.
- 6.6.5 The policies within the West Berkshire Local Transport Plan (2011-2026) (LTP) are material considerations, and relevant LTP policies to impacts on air quality are LTP K6 Air Quality; and LTP K5 Climate Change, within which the reduction of carbon emissions associated with road transport is set out as an objective.
- 6.6.6 Saved Local Plan policy OVS.5 is concerned with 'Environmental Nuisance and Pollution Control' from development, while 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. The impacts in terms of air quality, odour and bio-aerosols are considered to be acceptable and there are no objections from Environmental Health. In view of this the development is considered to be in the spirit of LTP K6 and LTP K5, and to comply with OVS.5, WLP30 and WLP27.

6.7 Noise

- 6.7.1 Officers are satisfied that there will be no significant noise impacts associated with the receipt of non-recyclable waste in conjunction with the associated application. WBC Environmental Health have no objections to this application with regard to impact from noise.
- 6.7.2 It is expected that the provision of a facility to enable the receipt of non-recyclable waste would increase the number of vehicle movements into and out of the site and it would intensify activities in and around the HWRC, increasing the amount of noise arising.
- 6.7.3 The acoustic modelling considered skip changes, material being deposited in the skips, on-site traffic, and off-site traffic accessing the HWRC, making certain assumptions. The noise and vibration chapter of the Environmental Statement concludes that there will be no significant impact arising from the predicted intensification of use. Noise from vehicles travelling from the Bath Road to the site entrance is predicted to cause a 'minor adverse' (not significant) noise impact and there will be no perceptible increase in noise at the nearest noise sensitive residential premises arising from the increased use of the HWRC.
- 6.7.4 Hypothetically if this application to allow the receipt of non-recyclable waste was approved, and the associated application to amend the opening hours was refused, the noise impacts would potentially be different from those predicted within the Environmental Statement. However, the assessments provided by the applicant considered the impacts of the applications jointly.
- 6.7.5 Saved Local Plan policy OVS.6 is concerned with 'Noise Pollution' from development, while WLP30 specifies that traffic related impacts should be taken into account when assessing waste proposals and this is inclusive of noise. WLP27 states, inter alia that waste management development will only be permitted if the development would not give rise to any unacceptable environmental impacts, again including noise impacts. For the reasons outlined above, in regard to noise impacts, the development is considered to align with OVS.6, WLP30 and WLP27.

6.8 Impact on amenity

- 6.8.1 Waste facilities of this nature, and the associated traffic movements have the potential to result in amenity impacts. There is cross-over between this section of the report and the following other sections of this report: Traffic and transport; Air quality, odour and bio-aerosols; Noise; and Community and Social.

- 6.8.2 The Environmental Statement has indicated that the estimated changes in traffic flows associated with the revised HWRC would not alter the broader traffic flow patterns and therefore there will be a negligible effect on severance, pedestrian and cyclist delay, pedestrian and cyclist amenity, and driver stress and delay. It is also specified in the Environmental Statement that the junction capacity assessments predict that driver delay will increase slightly but by a negligible amount.
- 6.8.3 As outlined in the 'Traffic and Transport' section of the report, the Council's highways consultant has indicated that although the 'receptor sensitivity' and the 'magnitude of change' applied are not always agreed with in the Environmental Statement, the concluding 'significance' is agreed (not significant) and it is suggested that this is a sensible basis upon which to determine the application. Therefore, likely resulting amenity impacts on pedestrians, cyclists, and drivers are considered to not be significant.
- 6.8.4 Air quality has obvious amenity implications and the air quality assessment which considers the impacts from this and the associated application jointly concludes that there will be no significant change in air quality in the vicinity of the site arising from the increase in the number of vehicles movements.
- 6.8.5 The risk of odour arising from the receipt of household waste has been highlighted as a potential issue in representations. The non-recyclable waste deposited in skips would be removed regularly to existing buildings within the wider IWMF where existing controls to prevent odour and fugitive emission are in place. For these reasons the amenity impacts relating to odour are likely to be negligible.
- 6.8.6 The assessment indicates that noise from vehicles travelling from the Bath Road to the site entrance is predicted to cause a 'minor adverse' (not significant) noise impact and there would be no perceptible increase in noise at the nearest noise amenity sensitive residential premises. Officers are satisfied that there would be no significant noise impacts associated with allowing the receipt of non-recyclable waste in conjunction with the associated application.
- 6.8.7 Conditions which have previously been imposed on 14/01111/MINMAJ relating to noise, odour, dust, lighting and litter would be re-imposed in order to control the impacts of the development. The HWRC operating hours which are the subject of the associated application (17/01683/MINMAJ) would be controlled, the specifics depending on the outcome of the associated application. For these reasons it is considered that there would not be a significant impact on amenity as a result of this development.
- 6.8.8 Representations relating to this application have also indicated that longer operating hours would result in significant noise and disturbance to residents to the detriment of their private amenity, and it has been indicated that the hours are proposed to extend into Sunday, bank and public holidays. Although this relates to the opening hours application as opposed to the receipt of non-recyclable waste application, as discussed, the applications are associated, and for completeness these potential impacts on amenity are considered in this report.
- 6.8.9 It should be noted that 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 would actually be slightly

reduced. Opening in the morning also has the potential to spread the expected increased number of vehicle movements over the day rather than concentrating the impact in the afternoons.

- 6.8.10 Hypothetically if this application to allow the receipt of non-recyclable waste was approved, and the associated application to amend the opening hours was refused, the amenity impacts would potentially be different from those predicted within the Environmental Statement. The predicted increased vehicle movements may be more concentrated as the facility would not be open on weekday mornings. This has not been assessed however. The assessments provided by the applicant considered the impacts of the applications jointly.
- 6.8.11 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. In regard to impact on amenity the development is considered to be compliant with OVS.5, OVS.6, WLP30 and WLP27.

6.9 Community and Social

- 6.9.1 'Community and Social' impacts are considered in the Environmental Statement. It is stated by the applicant that there is an overlap between this section and the Environmental Statement sections on air quality, noise and vibration, and traffic and transport. This is considered to be reasonable, and is true of this report as well, with there being cross-over between this section and the sections on 'traffic and transport', 'air quality, odour and bio-aerosols', 'noise' and 'amenity'.
- 6.9.2 Some information is provided on impact on employment and services. It is submitted that the proposals to amend the opening hours and allow the receipt of non-recyclable waste at the HWRC would not change the levels of employment generated by the IWMF, and that two operatives would continue to be employed at the HWRC. The revised HWRC will not affect any existing services or require any new services to be provided.
- 6.9.3 The applicant has set out in the Transport Report, and in the further information provided as part of the Regulation 25 request, information relating to road accidents. The analysis covers the most recent three year period of available Personal Injury Accident (PIA) data, provided by West Berkshire Council, for the period of 1 January 2014 to 31 December 2016, during which a total of two accidents were recorded within the study area. It is submitted that both were classified as being slight in severity and occurred at the A4 Bath Road / A340 Basingstoke Road / Pips Way roundabout, and that there were no serious or fatal accidents reported during the study period. Since the HWRC became operational in 2011, four accidents have been recorded at the HWRC, and it is claimed that these have all been minor in nature. Based on this it appears that there is no accident trend present within the study area.

6.9.4 The proposals are expected to increase car movements to and from the HWRC, however the applicant submits that the level of change has not been assessed as sufficient to change the accident rate in the study area. It is also indicated by the applicant, that within the study area, there are no changes proposed to the road layouts or junction layouts which may change driver behaviour or lead to a change in accident rates.

6.9.5 The following West Berkshire Local Transport Plan (2011-2026) (LTP) policies are material considerations: LTP K7 Highway maintenance which specifies as a focus, inter alia 'Improving the safety of the network for all users'; and LTP K8 Road Safety which is concerned with creating a safer road environment for all, specifying as a focus, inter alia 'Improving safety for vulnerable road users of all ages, such as pedestrians, cyclists, motorcyclists, and equestrian users.' As the level of change has not been assessed as sufficient to impact on the accident rate in the study area, the proposals are considered to be in the spirit of LTP K7 and LTP K8.

6.9.6 In regard to potential amenity related effects which would have a community and social dimension, the amenity section of this report should be consulted.

6.10 Alternatives

6.10.1 It has been indicated by the applicant that there were no viable alternatives to the project which encompasses this application and the application to amend the operating hours at the HWRC.

6.10.2 There was previously a joint arrangement with the re3 waste partnership of Bracknell Forest, Reading and Wokingham Borough Councils, which allowed residents from West Berkshire to use the Smallmead HWRC at Island Road, Reading. However, this arrangement was withdrawn following a period of public consultation as part of the 2016/17 budget decision, and it cannot be reinstated due to financial constraints.

6.10.3 Under Regulation 18(3)(d) of the EIA Regulations 2017 the applicant must include with an Environmental Statement (inter alia):

"...a description of the reasonable alternatives studied by the developer, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;"

6.10.4 The 2017 Regulations therefore do not require an applicant to consider alternatives, but where they have been considered their impact should be assessed.

6.11 Need for the development

6.11.1 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.

- 6.11.2 Currently 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 this perspective it is accepted that there is a need for the Padworth HWRC to accept non-recyclable waste. Regarding the associated application (17/01683/MINMAJ) the ability to dispose of non-recyclable waste on weekday mornings at the HWRC would also be positive in terms of providing an adequate service for residents.
- 6.11.3 It is acknowledged that as a result of accepting non-recyclable waste at the Padworth HWRC, local levels of traffic would increase from their current levels. Due to the associated proposal to change the opening hours there would also be implications for the levels of traffic on weekday mornings. This has been assessed by the applicant and in turn by the Council, and is discussed at length in this report. The impacts are considered to be acceptable.
- 6.11.4 There is also considered to be a substantial sustainability benefit in terms of the travel distances involved for residents in the east of the district disposing of general waste to HWRCs. Rather than travelling to Newbury, eastern residents would likely choose to use the Padworth HWRC and the journey would be shortened significantly in many cases. As described, the opening of the HWRC on weekday mornings would assist in spreading the vehicle movements over the day.
- 6.11.5 It is acknowledged that some residents who live in the 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. It is considered possible that currently some of these residents, should they wish to deposit non-recyclable waste or use an HWRC in the morning, may be already utilising these same minor roads in order to gain access to the A4 to travel to the Newtown Road HWRC site at Newbury.

6.12 Points of clarity

- 6.12.1 Several issues have been raised in the consultation responses and representations relating to various matters, and these have been responded to below.
- 6.12.2 Reference is made to traffic turning into Padworth Lane from the A4 being immediately confronted by a set of traffic signals and it is intimated that there is a risk of the queues extending into the A4 and interfering with the safe flow of traffic on that road. It is however, understood from the Highway authority that this could not happen due to there being sensors which would automatically turn the lights green at the railway bridge where traffic was backing up onto the A4 from Padworth Lane.
- 6.12.3 It has been indicated that the extant planning permission for the IWWMF permits a throughput of 95,000 tonnes per annum (tpa) of waste excluding non-recyclable household waste. Although the HWRC does not allow the receipt of non-recyclable waste, the wider IWWMF already accepts non-recyclable waste from the street-side collections undertaken throughout West Berkshire.

- 6.12.4 It has been indicated that a speed limit should be put in place on Padworth Lane / Rectory Road. This is considered to be a separate matter to the planning application and is not considered necessary in order to make this development acceptable. It should be acknowledged that circa 82% of traffic accessing/exiting the HWRC is predicted via the north to/from the A4. It is acknowledged that the road network to the south is narrow in places, however there is no evidence that there is a speeding issue. Speed surveys were taken outside Lodge Farm on Padworth Lane to the south of the IWMF from 30 July to 5 August 2015 revealing 85th percentile speeds of 38 mph northbound and 37mph southbound. Considering that the speed limit is 60mph, it is not considered that there is a speeding issue. This is supported by a Speed Limit review undertaken by the Council during September 2015 that concluded that no changes to the speed limit should be undertaken.
- 6.12.5 The issue has arisen of whether more could be done in terms of encouraging drivers exiting the site access not to turn right. The view has also been put forward that the entrance should be reconstructed to prevent entry from the south. With the access being private, it is not possible to apply a traffic regulation order upon it to prohibit vehicles turning right. Even if it was possible to apply a traffic regulation order, it is highly unlikely to ever be enforced in such a location. It may be possible to physically prevent vehicles from turning right with items such as kerbed islands. However any islands would need to be small enough to still enable large vehicles to turn into and out of the site. In making them smaller, this then reduces their effectiveness in preventing smaller vehicles from turning right. None of this is considered practical and therefore with the original planning application it was decided to provide a sign that encouraged traffic not to turn right. No further works or mitigation is recommended in regard to the site access.
- 6.12.6 Regarding access from the road network to the south, representations have also indicated that there should be signage indicating that there is no access to the waste site from the south. This however, has not been considered necessary in order to make the development acceptable.
- 6.12.7 It has been suggested that waste sites should be open and available to any householder in any district without restriction. This goes beyond the scope of this planning application.
- 6.12.8 In the representations reference has been made to the use of the site incrementally expanding, with each proposal cumulatively increasing harm. It has also been indicated that the submission should include a cumulative assessment of other planning permissions. The following is a summary of the planning permissions that have been granted following the grant of 08/01166/MINMAJ:
- 09/02521/MINMAJ was a variation of conditions application which sought minor physical changes within the IWMF including changes to building height, internal layout of buildings, site layout, fencing, the lighting scheme and landscape planting scheme.
 - 11/00923/MINMAJ was a variation of conditions which again sought minor physical changes within the IWMF including changes to buildings, internal layout, landscaping, infrastructure and erection of a fence.
 - 13/01546/MINMAJ was retrospective in that submissions should have been made pursuant to conditions imposed on permission 11/00923/MINMAJ relating to a

Travel Plan; Ecological Management; and BREEAM and they were not. This was an application to regularise this.

- 14/01111/MINMAJ related to the submission of a Travel Plan

6.12.9 As can be seen above none of the subsequent variations after the 2008 consent would have resulted in an intensification or expansion of the site activities. It is also the case that locally where a planning permission has been implemented (and is already generating a traffic impact), this would be picked up through baseline monitoring of traffic levels. Regarding committed developments, these have also been factored into the traffic modelling.

6.12.10 It has been suggested that the existing site at Newtown Road, Newbury could be considered for expansion instead of the Padworth HWRC. This goes beyond the scope of this planning application which relates to the Padworth HWRC.

6.12.11 Reference has been made to the fact that this development may lead to further applications for physical expansion to accommodate the additional waste. The assessments provided are considered to be robust and the planning authority can only determine the application that is before them rather than considering a hypothetical situation with no evidence to back it up.

6.12.12 Potential adverse ecological and water environmental impacts on the Kennet and Avon Canal have been raised as a concern, however the proposed development is not considered likely to have any implications in these regards.

6.13 Suggested conditions

6.13.1 A number of conditions have been recommended by Padworth Parish's consultant (Motion) in the situation where the Council was to grant planning permission. They have been reproduced below followed by appropriate discussion.

1. A study is undertaken to develop a scheme for managing traffic along the route in accordance with the Quiet Lanes principle, which is aimed at achieving positive changes in user behaviour on minor rural roads.

This should include, but not be limited to:

i. Introduction of 30mph speed limit on the route;

ii. Improvement of forward visibility including hedgerow maintenance and lowering of earth banks in the highway;

iii. Improved signing along the route to warn motorists of change in environment and that they should give priority to pedestrians, cyclists and equestrians;

iv. Improvements to PRoW signing to ensure that PRoW users are able to quickly and easily locate PRoWs and thereby minimise the length of time spent in the carriageway;

v. Introduction of weight restriction along the route between Baughurst Road and swing bridge with exceptions for access to local businesses / emergency vehicles. Camera enforcement of restrictions;

vi. Introduction of formal one-way working at the canal and river crossings;

vii. Traffic management scheme at the junction of Rectory Road / Padworth Lane / School Road / Raghill to slow motorists and enable safe crossing for children attending schools; and

viii. Provision of pedestrian crossing facilities on Padworth Lane between the A4 and the Village Hall.

Discussion: It is true that Padworth Lane is narrow in places; however there is no evidence that there is a speeding issue. Speed surveys were taken outside Lodge Farm on Padworth Lane to the south of the IWMF from 30 July to 5 August 2015 revealing 85th percentile speeds of 38 mph northbound and 37mph southbound. Considering that the speed limit is 60mph, this does not suggest a speeding issue. This is supported by a Speed Limit review undertaken by the Council during September 2015 that concluded that no changes to the speed limit should be undertaken. There would be a negligible impact from HGV traffic as a result of the two associated applications, therefore a weight limit would not be relevant to these applications.

It is considered that the submitted Transport Report, and the Environmental Statement are fit for purpose. The submitted documentation has been assessed. Planning conditions, or planning obligations 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.

2. Having regard to the wide variety of social and community events that take place at locations along the route, regular recorded liaison between the Operators of the Facility and the Parish Council so that conflicts between the activities of local residents and activities of the Facility can be minimised.

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. In the situation where issues arise 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.

3. A ceiling of 6,000 tpa of household waste is imposed at the Facility and that furthermore, no increase in that 6,000 tpa be allowed in the future unless a new planning application is submitted. The condition would also need to set out how the Applicant is required to record and report on tonnage.

Discussion: A ceiling of 6,000 tpa on the throughput at the HWRC would not be effective in terms of minimising impacts. The projected tonnages and associated vehicle movements are exactly that: a modelled situation based on assumptions. It is considered that both the assessment that has been undertaken, and specifically the figure of 6,000 tpa are robust, however it would be impossible for an assessment of this nature to be 100% accurate. Where the tonnages received were in excess of that which has been predicted and it was considered that the resulting impacts represented a material change of use, this would then potentially require a planning application to be submitted with further assessment. This would be the case even without an upper limit on tonnage for the HWRC. Another point is that where any upper limit was reached (and the HWRC was not accepting waste for a period of time), it is highly likely that residents would not be aware and would drive to the HWRC, and this has the same traffic impact as if the HWRC was still accepting waste material. In reality the applicant already monitors throughput in the constituent parts of the IWMF, and the planning authority receives this data annually, however condition 4 now includes specific reference to monitoring throughput in the HWRC.

Padworth Parish Council itself also put forward recommended conditions in the situation where planning permission was granted. Again they have been reproduced below with appropriate discussion following:

- 1 *Signs... there are no signs to warn traffic about the single track sections, about the entrance to Veolia, especially at the canal bridge, (the visibility is only 27% of the required figure for the 60mph speed limit), about the schools or the x-roads.*

Discussion: Planning conditions or obligations 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. Visibility to the south from the site entrance is suitable for the speeds at which vehicles travel across the bridge.

- 2 *The speed limit on the A4 and the Reading Road is 50 mph, yet Rectory Road and Padworth Lane with all its problems is 60mph. 85% of the traffic using these lanes is travelling at over 40mph, which means a closing speed of 80mph for two vehicles on blind corners and single track sections. The increase in traffic volume is estimated (by Veolia) to be up to 90%.*

Discussion: See discussion on Motion's suggested condition 1

- 3 *Improve forward visibility, hedgerow maintenance, and lowering of earth banks, especially at White Copse Corner, which is only 40 meters from the entrance to Jubilee School where children cross the lane every day, and is completely blind to oncoming traffic in both directions. Improve the 'Passing Places' which are all in a very poor condition and too small.*

Discussion: This appears to be a separate matter to impacts from the planning applications. Planning conditions or obligations 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.

4. *The 6'6" width restriction is ignored daily, bring in a weight restriction as well.*

Discussion: This appears to be a separate matter to impacts from the planning applications. The resulting impacts from HGVs from this development would be negligible. Planning conditions or obligations 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.

5. *Apply Traffic Light Controls on the Canal and River Bridges.*

Planning conditions or obligations 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/obligation is unnecessary.

6. *Enforce the 'Turn Left Only' rule when leaving the Veolia Site. One sign says 'All Traffic turn Left' and another says 'HGV's Turn Left'.*

See section 6.12.5 of this report

7. *Regular meetings between the Parish Council and Veolia to discuss any problems.*

Discussion: See discussion on Motion's suggested condition 2

8. A ceiling of 6000 tonnes per annum be enforced, and no increase without a new Application.

Discussion: See discussion on Motion's suggested condition 3

6.14 The assessment of sustainable development

- 6.14.1 The NPPF requires local authorities to 'approach decision-making in a positive way to foster the delivery of sustainable development' (paragraph 186). Paragraph 187 further stresses that 'decision-takers at every level should seek to approve applications for sustainable development where possible'.
- 6.14.2 Paragraph 14 of the NPPF sets out the Government's economic, environment social planning policies for England, with the presumption in favour of sustainable development. The NPPF identifies three dimensions to sustainable development: economic, social and environmental. The policies of the NPPF, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system and emphasises that a presumption in favour of sustainable development should be the basis for every plan, and every decision. Planning applications must result in sustainable development with consideration being given to the economic, social and environmental sustainability aspects of the proposal.
- 6.14.3 Economic Dimension: The proposed development would not create any new employment, however the HWRC and wider IWWMF already offer employment opportunities. In this respect, allowing the proposal would at least help to retain some benefit to the local economy.
- 6.14.4 Environmental dimension: Where residents in the east of the district wish to access an HWRC to deposit non-recyclable waste, they would currently have to travel to Newbury which is a significant round trip. This has implications in terms of use of resources (fuel) and carbon emissions. Shorter travelling distances to deposit waste would be an environmental benefit.
- 6.14.5 Social dimension: The proposal has been assessed as being acceptable in terms of amenity and social impacts. Again shorter travelling distances for residents in the east could be seen to have social benefits, as would better access to waste management facilities.
- 6.14.6 Saved policy WLP1 specifies that in considering proposals for waste management development, regard should be had to the extent to which the development: is sustainable in form and location, helps to conserve natural resources and the human and natural environment, and minimises traffic congestion, travel distances, waste generation and pollution, and adverse impacts on humans and the natural environment.
- 6.14.7 For the above reasons, it is considered that the proposed development is supported by the presumption in favour of sustainable development and aligns with WLP1.

7. Conclusion

7.1 Reasoned conclusion on the significant effects of the proposed development Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

7.1.1 Regulations 26(1)(b), 26(1)(c), and 29(2)(b)(i)(aa) requirements

- 7.1.1.1 The Environmental Statement considers impacts from allowing the receipt of non-recyclable waste (this application) in conjunction with extending the opening hours of the HWRC.
- 7.1.1.2 The Environmental Statement has been assessed by parties associated with the Council who have sufficient expertise to consider whether the Environmental Statement is fit for purpose.
- 7.1.1.3 Within the provided Environmental Statement is an air quality assessment which concludes that there will be no significant change in air quality. It is stated within the Environmental Statement that odour is already subject to current action plans and on going sampling, and that there is no change in the nature of the risk associated with fugitive emission, odour and bio aerosols as a result of the proposals. This has been assessed and the conclusions reached in the Environmental Statement are considered to be satisfactory.
- 7.1.1.4 Within the provided Environmental Statement is a noise assessment which concludes that there will be no significant impact arising from the proposals. Noise from vehicles travelling from the Bath Road to the site entrance is predicted to cause a 'minor adverse' (not significant) noise impact and there will be no perceptible increase in noise at the nearest noise sensitive residential premises arising from the proposals. This has been assessed and the conclusions reached in the Environmental Statement are considered to be satisfactory.
- 7.1.1.5 'Traffic and transport' is assessed within the Environmental Statement. The Council's highways consultant has indicated that although the receptor 'sensitivity' and the 'magnitude of change' applied are not always agreed with in the Environmental Statement, the concluding 'significance' is agreed and it is suggested that this is a sensible basis upon which to determine the application. It is considered that the Environmental Statement may under-estimate the sensitivity of some roads within the study area, and that the magnitude of change would potentially be material at times, largely because the baseline traffic flows are very low. However, notwithstanding these issues it is considered that the likely significance of these changes would be low.
- 7.1.1.6 The Environmental Statement considers 'Community and Social' impacts and it is submitted that the proposals to allow the receipt of non-recyclable waste and amend the opening hours at the HWRC would not change the levels of employment generated by the IWMF. The revised HWRC would not affect any existing services or require any new services to be provided.
- 7.1.1.7 The proposals are expected to increase car movements on weekday mornings and in general to and from the HWRC, however the level of change has not been

assessed in the Environmental Statement as sufficient to change the accident rate in the study area. No changes are proposed to the road layouts or junction layouts which may change driver behaviour or lead to a change in accident rates. Likely resulting amenity impacts on pedestrians, cyclists, and drivers are considered to not be significant.

- 7.1.1.8 As set out in 7.1.1.3 and 7.1.1.4 the provided Environmental Statement concludes that there will be no significant changes to air quality, odour and noise and these issues are considered to have amenity and social aspects. Where relevant to the proposals to change the HWRC, conditions which have previously been imposed on 14/01111/MINMAJ relating to noise, odour, dust, lighting, and litter, would be re-imposed on this new planning permission. Controls on operating hours (which are the subject of the associated application 17/01683/MINMAJ) would also be imposed. These conditions would adequately control the impacts of the development. For these reasons it is considered that there would not be a significant impact on amenity as a result of this development.

7.1.1 Regulations 29(2)(b)(i)(bb), 29(2)(b)(i)(cc) and 29(2)(b)(i)(dd) requirements

- 7.1.2.1 Regulations 29(2)(b)(i)(bb) and 29(2)(b)(i)(cc) are not relevant as it is not considered that the development will result in significant impacts in terms of the EIA Regulations. Regarding Regulation 29 (2)(b)(i)(dd) where relevant any monitoring measures are set out in the conditions (and within the schemes referred to in the conditions) recommended to be attached to the decision notice although the imposition of conditions and monitoring measures does not denote significant impacts in terms of the EIA Regulations.

7.2 Concluding comments

- 7.2.1 The site is a permanent waste management facility in a 'preferred area' for waste management uses. In essence waste would continue to be brought to the facility by the public, however the waste would be non-recyclable as well as recyclable. In principle terms this is not considered to be substantially different from the activities which are currently undertaken there. It is true that the original application was considered on the basis that the facility would only accept recyclable material, and that is the reason that a change of use application has been submitted. However, the principle of the development is considered acceptable.
- 7.2.2 As a result of this and the associated proposal to allow the acceptance of general waste at the HWRC, it is likely that there would be an increase in vehicle movements to the site when compared to the current situation in the morning and in general. As discussed above the development has been assessed as being acceptable in planning and all other terms. There is also already a significant amount of HGV movements in and out of the site before the proposed new opening times, and the operating times at weekends and bank holidays will be slightly reduced. Currently residents in the east of the district must travel large distances to deposit non-recyclable waste or to use an HWRC in the morning. It is accepted therefore, that there is a need for Padworth HWRC to accept non-recyclable waste and to be open on weekday mornings.

7.2.3 Having taken account of the relevant policy considerations, and the other material considerations referred to above, it is considered that the development proposed is acceptable and a conditional approval is justifiable.

8. Full Recommendation

To **DELEGATE** to the Head of Development & Planning 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:

-HWRC Proposed layout plan A4623 204 M dated 30/03/09 as approved under planning permission 09/02521 (submitted as part of 17/01684/MINMAJ)
-Paragraphs 2.2 to 2.4 (inclusive) of 'Integrated Waste Management Facility, Padworth Lane, RG7 4JF Planning Application Supporting Statement in respect of 2 planning applications: 1. Change of Use Application to amend the approved details to enable the receipt of non-recyclable waste at the Household Waste Recycling Centre. 2. S73 planning Application for variation of condition 7 (to extend the opening hours of the Household Waste Recycling Centre to include weekday mornings) of Planning Permission 14/01111/MINMAJ' (June 2017) (submitted as part of 17/01683/MINMAJ and 17/01684/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. No non-recyclable waste left in the open overnight

General or non-recyclable waste deposited in any container utilised for such purposes in the HWRC shall not be left out in the open overnight. Such containers 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) and where there is non-recyclable waste left in such a container when the HWRC closes for the day, the container shall be covered 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. 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.

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.

5. 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.

6. Odour

The development hereby permitted shall be carried out in complete accordance with the 'Odour Management Plan' (dated February 2010) (approved in accordance with condition 21 of planning permission 09/02521 under planning reference 10/00786) as applicable to the HWRC, excepting where Section 3.3 of the 'Odour Management Plan' (dated February 2010) references the sole acceptance of recyclable waste at the HWRC.

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.

7. Artificial Lighting

The development hereby permitted shall be carried out 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 AI119 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.

8. Operational Dust

The development hereby permitted shall be carried out 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.

9. Litter

The development hereby permitted shall be carried out 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.

10. 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.

11. Operational Noise

The development hereby permitted shall be carried out 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.

12. 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.

13. 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: To ensure that the plant and machinery operates 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.

14. 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 with the 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: To minimise traffic related impacts in accordance with Policy WLP30 of the Waste Local Plan for Berkshire 1998 - 2006.

15. Visibility Splays

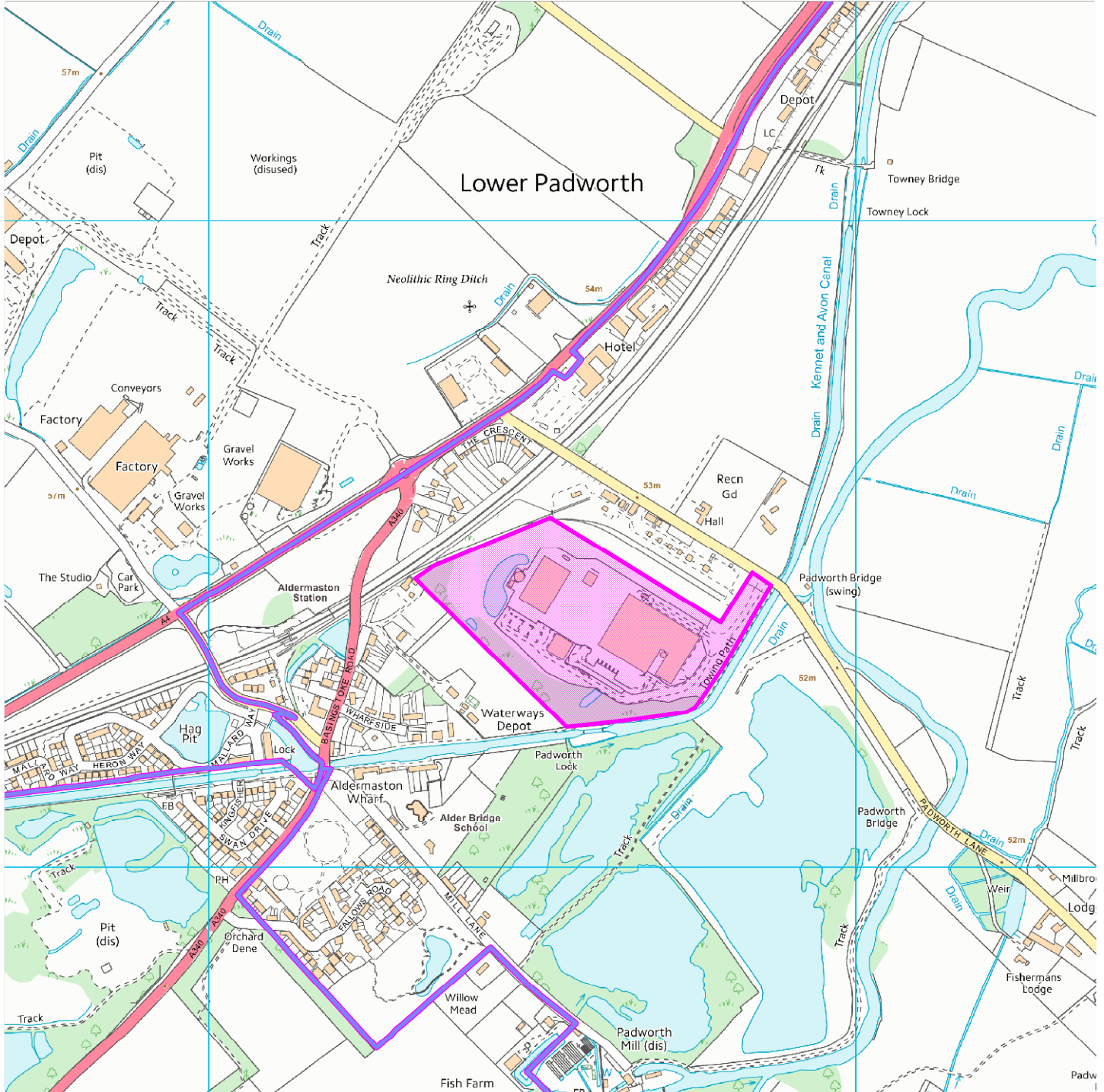
The development hereby permitted shall be carried out in complete accordance with the following visibility splay details (approved in accordance with condition 39 of planning permission 09/02521 under planning reference 11/00480). The approved details are:

- 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.

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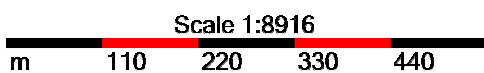
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Scale : 1:8916

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|---------------------|------------------------|
| Organisation | West Berkshire Council |
| Department | |
| Comments | |
| Date | 10 May 2018 |
| SLA Number | 0100024151 |



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Agenda Item 4.(3)

| Item No | Application No. and Parish | 8/13 week date | Proposal, Location and Applicant |
|---------|--|----------------|---|
| (3) | 17/03411/OUTMAJ Bradfield Parish Council | 24 May 2018 | Outline application for the proposed erection of 11 no. new dwellings; layout, means of access and scale to be considered. Land North Of Stretton Close, Bradfield Southend, Reading, Berkshire Westbuild Homes |

To view the plans and drawings relating to this application click the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=17/03411/OUTMAJ>

Recommendation Summary: To **DELEGATE** to the Head of Development & Planning to **GRANT PLANNING PERMISSION** subject to conditions and the completion of a Section 106 agreement.

OR

If the legal agreement is not completed by the 23 July 2018, to **DELEGATE** to the Head of Planning & Countryside to **REFUSE PLANNING PERMISSION**.

Ward Members: Councillor Quentin Webb

Councillor Graham Pask

Reason for Committee determination: More than ten letters of objection received

Committee Site Visit: 04 April 2018

Contact Officer Details

Name: Masie Masiwa
Job Title: Planning Officer
Tel No: (01635) 519111
Email: Masie.Masiwa@westberks.gov.uk

1. PLANNING HISTORY

1.1 There is no planning history on the site.

2. PUBLICITY

2.1 A site notice was displayed on 05th January 2018 and expired on 26th January 2018. Neighbour notification letters have been sent to 85 local recipients. The Council has therefore complied with the publicity requirements of the Town and Country (Development Management Procedure) Order 2015 and the Council's Statement of Community Involvement.

2.2 CONSULTATION

Bradfield Parish Council: No objections. Concerns on non developed land at No 7 and No 8. Parish encourage social housing to be retained in the development.

Highways No objection, subject to conditions.

Waste Management No objection

Trees No objection subject to condition:

The application has been supported by a Tree report by SJ Stephens ref 903 dated 29th November 2017; the report includes a tree survey and tree protection plan and has been undertaken in accordance with BS5837:2012.

The site contains a significant number of trees, a number of which are subject to TPO 201/21/0368, which was served in 1992, these consist mainly of semi mature and mature oak trees, which have been identified on plans provided.

The re-development of the site for 11 dwellings seeks to retain the majority of the trees at the site subject to the TPO, although T26 has been identified as a TPO tree on the plans, it's unclear if this is the case, due to its size and age it might have formed part of the original G1 which contained 1 Oak and 5 cherry trees.

The original TPO was served in 1992, but there are now only 3 dead trees, 3 thorn trees and the Oak T26 in this location which are in a poor condition, the only other TPO tree in this area would be T9 on the TPO which is meant to be on the northern boundary but there is no tree in this area.

Regardless of the TPO in this area the trees in the rear garden of plot six are of low value or in a poor condition and therefore should be removed and new landscaping planted to mitigate

the losses.

The remaining trees within the boundary of the site which are subject to the TPO, are to be retained within the new development, and suitable space provided to ensure there is sufficient usable garden space and the BS5837 shaded assessment, demonstrates that the trees will not have an overbearing impact on the incoming occupiers, so the trees should be in harmony with their surroundings. The landscaping for the site, needs to take the existing site features into consideration, its position in the countryside and the future relationship with existing residents, the boundaries will need to be landscaped to improve on the already existing site features and natural screen and help reduce any visual impact of new dwellings, the use of a good mix of native hedge planting and trees, should be sufficient.

The landscaping to the front of the properties along the main access road should incorporate a good mix of trees, hedges and shrubs, to reduce the visual impact of the newly formed access road, and soften its overall appearance.

Conclusion

The site contains a significant number of trees, a number of which are subject to a TPO, the trees have been fully considered and I have no major objection to the application.

A balance between the re-development of the site and the retention of the trees has been made to ensure that the new houses are in harmony with the existing site features, so the incoming occupiers can have the reasonable enjoyment of both their properties and gardens alike.

Ecology

No comments received

Environmental Health

Identified Environmental Health issues relevant to Planning

Contamination from off-site sources Noise and dust from construction activities

Conclusion

The desk top study by Landmark does not identify any on site potential contamination sources however some off-site within the 250m buffer were identified. It is therefore advised that a condition for any unforeseen contamination is included. The proposed site is adjacent to existing sensitive receptors therefore there is the likelihood that the occupiers will be affected by disturbance from noise and dust from construction vehicles accessing and egressing the site as well as

construction activities on site. It is therefore advised that conditions for the control of hours of work and a construction management plan are included.

No objection – subject to condition.

Thames Water No objection

**Royal Berkshire
Fire and
Rescue Service** No objection

Archaeology No objections

Drainage No objection subject to condition

Planning Policy No comments received

2.3 Representations

Total: 20

Object: 20

Support: 0

Summary of comments:

- Overlooking to Stanbrook Close
- Parking constraints along Stretton Close
- Covenants – for parking of caravans and building lines
- Boundary type
- Street lighting
- Access is unsuitable
- Drainage and flooding
- insufficient utility capacity
- Infrastructure capacity is insufficient
- Affordable housing provision should be on the site or remain in Bradfield
- Change housing mix – too many large units

3. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

3.1 The application has been considered under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The proposed development is not EIA development and therefore an Environmental Statement is not required.

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.

4.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and who these are expected to be applied. It is a material consideration in planning decisions. The NPPF is supported by the Planning Practice Guidance (PPG).

4.3 According to paragraph 215 of the NPPF, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).

4.4 The West Berkshire Core Strategy (2006-2026) is the first development plan document (DPD) within the new West Berkshire Local Plan. It sets out a long term vision for West Berkshire to 2026 and translates this into spatial terms, setting out proposals for where development will go, and how this development will be built. The following policies from the Core Strategy are relevant to this development:

- NPPF Policy
- ADPP1: Spatial Strategy
- ADPP5: North Wessex Downs Area of Outstanding Natural Beauty (AONB)
- Policy CS1: Delivering New Homes and Retaining the Housing Stock
- Policy CS4: Housing Type and Mix
- Policy CS6: Provision of Affordable Housing
- Policy CS5: Infrastructure Requirements and Delivery
- Policy CS13: Transport
- Policy CS14: Design Principles
- Policy CS15: Sustainable Construction and Energy Efficiency
- Policy CS16: Flooding
- Policy CS 17 Biodiversity and Geodiversity
- Policy CS 18 Green Infrastructure
- Policy CS19: Historic Environment and Landscape Character

4.5 The Housing Site Allocations Development Plan Document (HSA DPD) is the second DPD of the new West Berkshire Local Plan. It allocates non-strategic housing sites and sites for gypsies, travellers and travelling show people, and provides updated residential parking standards and a set of policies to guide housing in the countryside. The following policies from the HSA DPD are relevant to this development:

- C1: Location of new housing in the countryside
- GS1: General site policy
- HSA22: Land off Stretton Close
- C1: Location of new housing in the countryside
- C3: Design of housing in the countryside
- P1: Residential parking for new development

4.6 A number of policies from the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) remain part of the development plan following the publication of the Core Strategy. The following saved policies from the Local Plan are relevant to this development:

- TRANS.1: Meeting the Transport Needs of New Development
- OVS.5: Environmental Nuisance and Pollution Control
- OVS.6: Noise Pollution

4.7 The following local policy documents adopted by the Council are material considerations relevant to the development:

- West Berkshire Supplementary Planning Guidance: House Extensions (adopted July 2004)
- West Berkshire Supplementary Planning Document Series: Quality Design (SPDQD), (adopted June 2006)
 - Part 1 Achieving Quality Design
 - Part 2 Residential Development
 - Part 4 Sustainable Design Techniques
- Planning Obligations SPD
- West Berkshire Supplementary Planning Guidance: House Extensions. (July 2004) (SPG).
- The Wildlife and Countryside Act 1981 (as amended).
- The Conservation of Habitats and Species Regulations 2010.
- North Wessex Downs AONB Management Plan (2014-2019)
- Bradfield Parish Plan

5. DESCRIPTION OF DEVELOPMENT AND THE SITE

5.1 Outline planning consent is sought for the erection of a residential development of up to 11 dwellings on land to the rear of Stretton Close, Bradfield Southend. Matters for consideration are layout, access and scale only. All other matters (appearance and landscape) are intended to be dealt with in detail at the reserved matters stage should the application be approved.

5.2 The proposal put forward will deliver:

- 2No, two bedroom dwellings
- 1No, three bedroom dwelling
- 8 No, four bedroom dwellings

5.3 Access into the application site is via a gated entrance in the southern boundary of the application site, the gate is accessed off Stretton Close and between Nos. 7 and 9 Stretton Close onto an existing turning head.

5.4 The application site slopes gently down to the north, according to the submitted design statement this is a level change of approximately 4 metres across the full depth of the site from south to north. The site has been substantially cleared for pasture, with the exception of two groups of trees within the site and the existing trees to the western site perimeter. The trees within the site are subject to a Tree Preservation Order. With regard to existing enclosure the site is enclosed to the south and east by an existing 1 metre post and rail fence. To the north and west the site is enclosed by a 1m post and wire agricultural fence.

- 5.5** The immediate area is rural in character, being located within the North Wessex Downs AONB. The area is characterised by linear ribbon developments along Southend Road, and the existing Stretton Close development. There have also been very small limited infill developments and further limited development in terms of depth. New development in this location should respect the local distinctiveness and rural landscape character.
- 5.6** Stretton Close is characterised by detached and semi-detached two storey dwellings. The upper stories are contained within the roof space, so these dwellings maintain a low profile within the AONB landscape. The existing dwellings are quite narrow in width and shallow in depth and some of the existing dwellings have integral single garages with a pitched roof.
- 5.7** Stretton Close comprises modern suburban dwellings with some local vernacular features and characteristics. The site is located approximately 100 metres to the north of Southend Road which extends from Chapel Row to the west to Bradfield in the east. To the south the application site is bound by the rear gardens of the existing houses in Stretton Close, which in itself is characterised by a mix of detached and semi-detached houses, generally 1.5 storeys in height, brick construction and designed with pitched plain tile roofs. At the corner of Stretton Close and Southend Road is a small two storey block of flats.
- 5.8** In the wider context, the application site is to the west of Bradfield Southend village. To the east the application site is bound by the rear gardens of the existing houses in Stanbrook Close. Stanbrook Close is characterised by large detached houses set within large generously sized plots. The houses are similar in style and appearance to those in Stretton Close albeit larger in terms of scale and design, yet similarly set at 1.5 storeys in height, of brick construction and pitched plain tile roofs.
- 5.9** The houses in both Stretton Close and Stanbrook Close include traditional architectural details such as plinths, quoins, half timbering, dormer windows and chimneys all consistent with local vernacular design and appearance.
- 5.10** The application was deferred at the Eastern Area Planning Committee scheduled for 11 April 2018, as officers sought clarification from the Planning Policy team on Affordable Housing and the site's developable area. These matters are discussed at Sections 6.2.2 and 6.3.9 respectively.

6. APPRAISAL

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

- 6.1** Principle of the development
- 6.2** Affordable housing
- 6.3** The impact on the character and appearance of the North Wessex Downs AONB.
- 6.4** The impact on neighbour amenity
- 6.5** On-site amenity and facilities for future occupiers
- 6.6** The impact on highway safety

- 6.7 Impact on trees
- 6.8 The impact on biodiversity
- 6.9 Impact on flooding and drainage
- 6.10 Other matters

Objections

Community infrastructure levy

The presumption in favour of sustainable development

6.1 The principle of development.

- 6.1.1 Paragraph 9 of the NPPF discusses the need to ensure 'widening of the choice of high quality homes'. Paragraph 47 of the NPPF focuses on the need to 'boost significantly the supply of housing' with paragraph 49 setting out that 'housing applications should be considered in the context of the presumption in favour of sustainable development'. Paragraph 50 focuses on the delivery of a 'wide choice of high quality homes' and creating 'sustainable inclusive and mixed communities'. With regard to the supply of new homes, paragraph 52 recognises the opportunities to plan for larger scale development including 'extensions to existing villages'
- 6.1.2 Policy ADPP1 identifies the District Settlement Hierarchy where new development will be focused, primarily on previously developed land.
- 6.1.3 Policy ADPP5 provides that landscape protection is of paramount importance within the North Wessex Downs AONB. The North Wessex AONB has a statutory designation under the Countryside and Rights of Way Act 2000. Section 82 Countryside and Rights of Way Act 2000 confirms the primary purpose of the AONB designation is conserving and enhancing the natural beauty of the area. The Countryside and Rights of Way Act 2000 places a general duty on public bodies to have regard to the purpose of conserving and enhancing the natural beauty of the AONB in exercising or performing any functions in relation to, or so as to affect, land in the AONB. Specific to planning, the NPPF states that great weight should be given to conserving landscape and scenic beauty in the AONB, which has the highest status of protection in relation to landscape and scenic beauty.
- 6.1.4 The application site is located mostly within the reviewed settlement boundary with the settlement line dissecting the site. Policy C1 (location of new housing in the countryside) of the HSADPD provides a presumption in favour of the development.
- 6.1.5 According to the area delivery plan policies of the WBCS, allocations in the spatial areas will be made adjacent to existing settlement boundaries which will be re-drawn through the HSADPD. Policies ADPP1 and ADPP5 provide the spatial strategy for the AONB within West Berkshire. Together with Policy CS1 they are guiding the allocation of housing sites across the district outside the existing settlement boundaries through the HSADPD.
- 6.1.6 The role of the HSADPD is to allocate a number of non-strategic sites across the district. The application site is included within the adopted HSADPD.

The objective of the HSADPD is to allocate the most sustainable non-strategic sites based on the technical evidence and the SA/SEA and in accordance with the housing distribution as set out in the spatial strategy of the Core Strategy.

6.1.7 Policy GS1 of the HSADPD is a general site policy applicable to all allocations. It seeks to ensure comprehensive developments and several requirements which are generally applicable to all sites. The proposed development complies with this policy, or is capable of doing so by condition.

6.1.8 Policy HSA 22 of the HSADPD is the site specific policy for the application site. The full policy is set out below together with its associated plan:

The site has a developable area of approximately 0.6 hectares, taking into account the outcomes of the Landscape Capacity Assessment (2014). The site will be delivered in accordance with the following parameters:

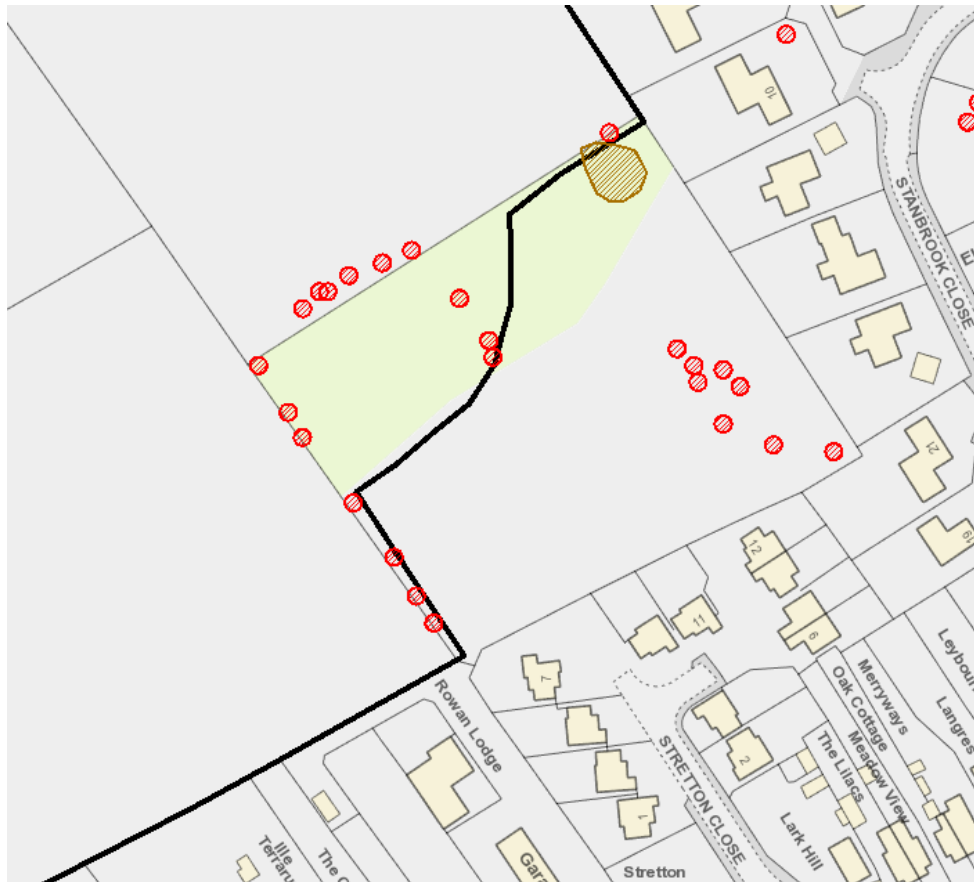
- *The provision of approximately 10 dwellings in a low density scheme that provides a mix of dwelling sizes and types appropriate for the local area.*
- *Access to the site will be provided from Stretton Close.*
- *A Flood Risk Assessment (FRA) will be required to inform the delivery of the site as the site lies adjacent to an area of surface water flood risk and there was standing water on the site during the flooding of January/February 2014. This FRA will also inform mitigation measures including the provision of SuDS.*
- *An extended phase 1 habitat survey will be required together with further detailed surveys arising from that as necessary. Appropriate avoidance and mitigation measures will need to be implemented, to ensure any protected species are not adversely affected.*
- *An arboricultural survey will be required to inform the delivery of the site as there are protected trees present.*
- *The site will be developed in accordance with the Landscape Capacity Assessment (2014) and will include:*
 - *The retention and enhancement of the existing tree belt and woodland group in the north western corner.*
 - *The retention of the small woodland group in the eastern corner.*
- *The development design and layout will be further informed by a full Landscape and Visual Impact Assessment (LVIA).*

Land off Stretton Close, Bradfield Southend (site reference BRS004)

Land off Stretton Close, Bradfield Southend- Policy HSA22



Land off Stretton Close – Map showing reviewed settlement boundary and Protected Trees shown as red circles.



- 6.1.9 The allocated site has a developable area of approximately 0.6 hectares and the Policy allocated approximately 10 dwellings, taking into account the outcomes of the Landscape Capacity Assessment (2014).
- 6.1.10 According to the HSADPD, this site is expected to deliver early and to contribute immediately to the supply of land needed to demonstrate a five year housing land supply. The proposed development would provide up to 11 dwellings within a 0.7 hectare area of residential development. The total site area is 1 hectare, with 0.3 hectares of the land covered by the trees along the boundaries and within the site. The residential area shown on the Illustrative Landscape Plan is not consistent with the HSADPD plan, however it has undergone landscape appraisal in its own right and to ensure the protected trees can be retained and protected, the proposed developable area has been slightly reviewed. The Council's Tree Officer states that the landscaping for the site, needs to take the existing site features into consideration, its position in the countryside and the future relationship with existing residents, the boundaries will need to be landscaped to improve on the already existing site features and natural screen and help reduce any visual impact of new dwellings, the use of a good mix of native hedge planting and trees, should be sufficient. In addition the Tree Officer concludes that the site contains a significant number of trees, a number of which are subject to a Tree Preservation Order (as shown in the above map), the trees have been fully considered, as such the Tree Officer has no major objection to the application, he states that a balance between the re-development of the site and the retention of the trees has been made to ensure that the new houses are in harmony with the existing site features, so the incoming occupiers can have the reasonable enjoyment of both their properties and gardens alike. It is therefore considered overall that the principle of the development, as submitted, is acceptable. Notwithstanding this conclusion, this matter of the developable area is discussed further under Section 6.3.9.

6.2 Affordable housing

- 6.2.1 Policy CS6 of the WBCS is concerned with the provision of affordable housing. In order to address the need for affordable housing in West Berkshire a proportion of affordable homes will be sought from residential development.

6.2.2 Updated position on Affordable Housing

- 6.2.3 Following the committee site visit, the application was deferred from the Planning Committee scheduled for 11 April 2018. The Planning Policy team have now provided comments and have indicated that given this site is greater than 0.5 hectares and is a greenfield site, the policy would require the provision of 40% affordable housing on site. This equates to 4 units (rounded down). This is notwithstanding that the development is for less than 15 dwellings.

- 6.2.4 The developer is willing to agree to the provision of affordable housing at 40% and to enter into a Section 106 agreement should there be a resolution

to approve the application. It is proposed that 4 affordable units are provided on the site, which are suggested to be, Plot 1 (3 bedroom) shared ownership, and Plots 10 and 11 (2 bedroom) social rented, and the fourth dwelling will be identified as one of the 4 bedroom plots. This final plot can be identified through the S106 negotiations if the application is approved. It is put forward that a Registered Provider will be offered the units.

6.2.5 The affordable housing provision is therefore acceptable in accordance with the policies discussed above.

6.3 Impact upon the character and appearance of the site and the AONB area

6.3.1 The Government attaches great importance to the design of the built environment, and securing high quality design is one of the core planning principles of the NPPF.

6.3.2 The site is located within a sensitive location within countryside forming part of the AONB, as such the proposal has been considered in terms of its potential impact and harm on the character and visual attractiveness of the area. This assessment has been based on the existing built form and the level of harm, if any from the proposed development.

6.3.3 The NPPF's Paragraph 17 states that in relation to design, Councils should always seek to secure high quality design which respects and enhances the character and appearance of the area. The NPPF is clear that good design is indivisible from good planning and attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, and should contribute positively to making places better for people. It emphasises the importance to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings. The NPPF also adds that the visual appearance is a very important factor, securing high quality and inclusive design goes beyond aesthetic considerations.

6.3.4 Paragraph 58 of the NPPF states that developments should function well and add to the overall quality of the area, respond to local character and history, and be visually attractive as a result of good architecture and appropriate landscaping.

6.3.5 Core Strategy Policy CS14 states that new development must demonstrate high quality and sustainable design that respects and enhances the character and appearance of the area, and makes a positive contribution to the quality of life in West Berkshire. It further states that design and layout must be informed by the wider context, having regard not just to the immediate area, but to the wider locality.

6.3.6 Core Strategy Policy CS19: Historic environment and landscape character also outlines that in order to ensure that the diversity and local distinctiveness of the landscape character of the District is conserved and enhanced, the natural, cultural, and functional components of its character

will be considered as a whole. In adopting this holistic approach, particular regard has been given to the sensitivity of the area to change and ensuring that the new development is appropriate in terms of location, scale and design in the context of the existing settlement form, pattern and character.

6.3.7 The Council has adopted a Supplementary Planning Document series entitled Quality Design (SPDQD). Part 2 of SPDQD provides detailed design guidance on residential development. It offers guidance on how to preserve residential character by emphasising that respecting the physical massing of an existing residential area is a critical part of protecting residential character. The physical bulk of the proposed development has been considered in terms of the dwellings' footprints, lengths, widths and heights in line with the guidance within SPDQD Part 2 and a comparison with the existing form of development.

6.3.8 The dwellings have been designed such that their layout, size and scale do not appear out of context in relation to the adjacent properties to the south and east. The height of the dwelling at Plot 1 is lower than the height of the nearest dwelling at Stretton Close. In addition as the site slopes northwards it is considered that the scale and heights will be acceptable. The proposed dwellings will merge well with the existing Stretton Close development. During the consideration of the application, the height of Plot 1 was reduced to ensure it relates better to the existing dwelling heights in Stretton Close. The layout and gaps between buildings and plot sizes are considered to be in keeping with the local area.

6.3.9 Planning Policy Comments on Developable Area

6.3.10 The site is allocated for housing within the HSADPD, and therefore the principle of development is considered acceptable on the identified developable area of the site, as set out within the document.

6.3.11 The development plan is clear that, as the site lies within the AONB, development on the site should be landscape led. Core Strategy policy ADPP5 sets out that the conservation and enhancement of the natural beauty of the landscape will be the paramount consideration in assessing sites within the AONB. This approach is reflective of the NPPFs commitment at paragraph 115 for great weight to be given to conserving the landscape and scenic beauty in AONBs which have the highest status of protection in relation to the landscape and scenic beauty. Further to this policy GS1 makes clear that the final capacity, development design and layout of the site will be further informed by a more detailed Landscape and Visual Impact Assessment (LVIA).

6.3.12 Policy HSA22 sets out that the site has a developable area of approximately 0.6 hectares, taking into account the outcomes of the LCA (2014). The developable area of the site allocated in the HSADPD has therefore been informed by the recommendations of the 2014 Landscape Capacity Assessment (LCA), and the policy states *'The site will be developed in accordance with the Landscape Capacity Assessment (2014) and will include:*

- *The retention and enhancement of the existing tree belt and woodland group in the north western corner.*
- *The retention of the small woodland group in the eastern corner.'*

6.3.13 The site allocation includes a required landscape buffer, along with the area of existing woodland/woodland group to be retained in the west / north western corner of the site. The policy buffer and existing woodland lie outside the developable area and outside the settlement boundary of Bradfield Southend. Policy C1 of the HSADPD states that *'There will be a presumption against new development outside of the settlement boundaries.'* Exceptions to this are listed within the policy, however this site does not fall under any of the exceptions.

6.3.14 The definition of 'developable area' contained in the glossary to the HSADPD states that it takes *'account of physical or landscape issues which limit development of the whole site. Areas of land unsuitable for development, such as wooded areas, flood zones or those areas deemed unacceptable for development in landscape terms have been excluded from the developable area.'*

6.3.15 The submitted plans with the application show development on the west/north western corner of the site which lies outside the developable area and outside of the settlement boundary.

6.3.16 In considering this matter further under Policies CS14, CS19 and HSA22, the decision maker will also need to have regard to Part 2 (Residential Development) of the Council's Quality Design Supplementary Planning Document (SPD). Section 1.4 considers the relationship of new housing to the open countryside and landscape setting. Paragraph 1.4.1 comments that new development on sites close to the edge of a settlement will need to demonstrate how the inter-relationship between open countryside and development form is respected. It goes on to state that particular care and attention should be taken to protect and enhance the AONB.

6.3.17 The applicant has produced an LVIA as required by Policy HSA22, which states at Paragraph 5.4 that *'the landscape strategy retains and enhances both the existing tree belt and the woodland group on the north west corner of the site.'* and that *'the mitigation measures set out within the Landscape Capacity Assessment 2014 and Policy HSA22 of the Housing Site allocations DPD should be incorporated into the scheme.'*

6.3.18 As stated at Section 6.1.2 of this report the Council's Tree Officer has assessed the proposed development and is satisfied that the existing protected trees on the site are adequately protected by the proposed scheme. Planning Officers consider that the layout sufficiently protects the existing key features of the site including the protected trees which are incorporated within amenity areas. Officers consider that the proposed development retains the existing tree belt and woodland group in the north western corner and the small woodland group in the eastern corner as required by Policy HSA22, making the scheme policy compliant in this respect.

- 6.3.19 Further to this, Policy GS1 makes clear that the final capacity, development design and layout of the site will be further informed by a more detailed Landscape and Visual Impact Assessment (LVIA). A more detailed landscaping scheme will be considered at the reserve matters stage, with this in mind the Tree Officer has recommended that the landscaping for the site needs to take the existing site features into consideration, its position in the countryside and the future relationship with existing residents, that the boundaries will need to be landscaped to improve on the already existing site features and natural screen and help reduce any visual impact of new dwellings and that the use of a good mix of native hedge planting and trees would be sufficient.
- 6.3.20 During the committee site visit on 04 April 2018, members sought clarification whether the tree at No 9 Stretton Close would be retained. This tree has not been retained on the proposed plans and according to the tree protection map is not protected. Notwithstanding that landscaping will be further considered at reserve matters stage, Officers consider that the tree would not present a significant landscape impact if it was removed as part of the scheme.
- 6.3.21 Given the location of the site on the edge of a rural settlement within the AONB and the fact the proposal seeks to develop beyond the identified developable area of the site, Officers are satisfied, that sufficient landscaping can be achieved at reserve matters stage to justify the proposed development. Further consideration has been given to the requirement for a drainage pond to serve the development.
- 6.3.22 The current proposed layout has been derived from a tree-led approach, seeking to retain the TPO trees and position buildings in a way which avoid harm and minimises any future threat. Adopting this approach has resulted in a small degree of conflict with the development plan in terms of housing being proposed beyond the developable area, encroaching into the policy-required landscape buffer. However, given the existing vegetation along the northern boundary and the local topography, the application site is well contained within the landscape. As such, it is considered that this encroachment will have little if any effect on landscape character and visual impacts beyond the settlement. Given that this layout would protect the existing TPO trees, it is considered that the benefits of the scheme outweigh the limited conflict with policy. It is therefore considered that the principle of development, as submitted, is acceptable.
- 6.3.23 It is considered that the public and private spaces of the development are clearly distinguished with private gardens well enclosed to the rear of the properties. All public spaces are overlooked by the dwellings and so there is a good level of natural surveillance. The proposed layout has largely been informed by the large trees within the site which are protected by a Tree Preservation Order. The tree constraints have resulted in a slightly revised developable area as compared to the HSA 22 Plan within the HSADPD. It is considered that this slight amendment is acceptable and ensures the dwellings can be delivered on the site whilst retaining the protected trees. The built up area is therefore considered comparable to

the HSA22 Plan. Having considered all the above matters, Officers recommend that the development sufficiently respects the character and appearance of the specific site and the AONB area, subject to further landscaping at reserve matters stage.

6.3.24 The North Wessex Downs AONB Management Plan 2014 – 2019

6.3.25 The North Wessex Downs Area of Outstanding Natural Beauty Management Plan 2014 – 2019 describes the sense of remoteness and tranquillity associated with the North Wessex Downs as fundamental to the character of the AONB and vital to the enjoyment and appreciation of the landscape, the North Wessex Downs' vision seeks to make the North Wessex Downs AONB a place where development is low-impact. The sensitivity of the site and the development within the AONB is therefore very important. Due to the points raised above it is considered that the proposed dwellings are of an acceptable standard of design, size and scale within the context of the area adequately respecting and enhancing the distinctive character of the North Wessex Downs AONB.

6.3.26 With respect to conserving and enhancing the natural environment, paragraph 116 of the NPPF states that planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated that they are in the public interest. It is therefore necessary to determine whether the proposal constitutes major development for the purposes of paragraph 116, and therefore whether this policy test should apply.

6.3.27 Case law establishes that the major development referred to in paragraph 116 is not necessarily the same as it is defined in the DMPO (10 or more dwellings or site area greater than 1 hectare). Determining factors are the size of development in absolute terms and its size relative to the size of the settlement. Site constraints have also been taken into account in case law (e.g. location, conservation areas).

6.3.28 Overall, taking into account the amount of development, comparative to the size of the settlement, the location on the edge of the settlement, along with Bradfield Southend's relationship with Newbury, Pangbourne Reading and Thatcham's built up areas, it is considered that the proposed development does not amount to major development in terms of paragraph 116 of the NPPF. Paragraph 116 is therefore not considered to apply to the proposed development.

6.3.29 The site is currently a paddock/ agricultural land without any agricultural buildings. The surrounding character of the area has mixed rural and urban features. The majority of these adjacent dwellings consist of detached two storey housing.

6.3.30 The proposed density of the residential development will be 11 dwellings per hectare. A Landscape and Visual Impact Assessment (LVIA) has been submitted and considered acceptable. Given the landscape work in relation to the HSA DPD, and noting the application is outline for principle only, the

proposed development is considered to comply with policy CS19 of the WBCS, and the site-specific policy HSA22 in terms of its landscape and visual impact upon the character and appearance of the surrounding area and the AONB.

- 6.3.31 The proposal therefore complies with Policies ADPP1, ADPP5, CS14 and CS19 of the West Berkshire Core Strategy 2006-2026. The proposal also complies with the West Berkshire Supplementary Planning Document Series: Quality Design, and the Housing Site Allocations Development Plan Document's Policies GS1, C1, C3 and HAS 22.

6.4 Impact upon neighbouring amenity

- 6.4.1 Securing a good standard of amenity for all existing and future occupants of land and buildings is one of the core planning principles of the NPPF. Core Strategy Policy CS14 further states that new development must make a positive contribution to the quality of life in West Berkshire. The Council's Supplementary Planning Document 'Quality Design' and Supplementary Planning Guidance House Extensions provide guidance on the impacts of development on neighbouring living conditions.

- 6.4.2 The nearest dwellings are located to the south and north east of the site, however the dwellings most likely to be affected are the dwellings along Stretton Close.

No 7 Stretton Close

- 6.4.3 The existing house has a side-on relationship (at an angle) with the site. There are no fundamental concerns with a side-to-side relationship with a new dwelling on the application site. Concerns were raised with regard to the boundary arrangement. Whilst a hedge has been shown on the amended plans, the boundary matters will be dealt with as part of the reserved matters application dealing with landscaping.

No 9 and 11 Stretton Close

- 6.4.4 The existing houses back onto the site with rear gardens currently benefitting from an open outlook across the field. The proposed development would result in a significant loss of outlook, but an adequate separation distance between the existing dwelling and Plot 1 of approximately 18 metres is maintained, with some meaningful boundary vegetation, and careful positioning of windows any impacts can be addressed. The windows can be considered as part of the appearance on the reserved matters application. The position, height and bulk of the flanking wall of the closest building at Plot 1 is considered acceptable. As discussed above the height of Plot 1 was considered a concern, however this was reduced during the application stage to a maximum height of approximately 7.2 metres, whilst the dwelling at No 9 Stretton Close has a maximum height of approximately 7.5 metres. Officers have also considered the sloping land which slopes away from the existing dwellings, this further reduces any impacts

No 10, 12, 14, 16 and 21 Stanbrook Close

- 6.4.5 The rear elevations of all these dwellings are located at least 21 metres from the proposed houses, and in some instances there are intervening trees. There are no concerns with the resultant relationships with the new dwellings on the application site. Officers acknowledge the concerns raised by neighbours from these properties.
- 6.4.6 The newly proposed development is located to the west of the existing houses and gardens, and therefore there would be no loss of sunlight.
- 6.4.7 The additional impacts on neighbouring amenity are issues that would need to be examined at the reserved matters stage when consideration is given to landscaping and appearance. However, at outline stage it is considered that the illustrative layout, access and scale does not raise any significant concerns in this respect, particularly because of the separation distances and from indicative buildings and neighbouring properties and the intervening initial layout landscaping along the boundaries of the site.
- 6.4.8 The boundary treatments and landscaping of the site are considerations for a subsequent reserved matters application for landscaping. Boundary treatments which are in keeping with the character of the area, and safeguard neighbouring amenity, will be sought at that stage. Officers are aware that this has been raised by the resident at No 7 Stretton Close.
- 6.4.9 Given the existing residential context to the south and to the north-east, the proposal is not considered to have a sufficient detrimental impact upon the residential amenity of existing neighbouring properties in terms of outlook, loss of privacy, noise and disturbance to warrant refusal of the application.

6.5 On-site amenity and facilities for future occupiers

- 6.5.1 According to Part 2 of the Council's Supplementary Planning Document "Quality Design (SPDQD)", the Council considers it essential for the living conditions of future residents that suitable outdoor amenity space (e.g. private gardens) is provided in most new residential development.
- 6.5.2 The Council's Supplementary Planning Document "Quality Design" Part 2 suggests a minimum garden size of 100 square metres for houses with 3 or more bedrooms. The eleven plots will all have garden areas of more than sufficient size to deliver the required number of dwellings to comply with the guidance within the SPDQD.

6.6 Impact on Highways (safety and use)

- 6.6.1 Road safety in West Berkshire is a key consideration for all development in accordance with Core Strategy Policy CS13.

- 6.6.2 Policy CS13 states that development generating a transport impact will be required to; reduce the need to travel, improve and promote opportunities for healthy and safe travel, mitigate the impact on the local transport network and the strategic road network, and prepare transport assessments to support planning proposals in accordance with national guidance.
- 6.6.3 Policy P1 of the emerging HSA DPD states the parking standards for new residential development. The layout and design of parking spaces should follow the parking design guidance from the Building for Life Partnership, 2012 and principles contained in the Manual for Streets in order that good quality homes and neighbourhoods are created.
- 6.6.4 The site is in Zone 3 of the parking standards. Thereby each of the 4+ bed houses require three external spaces each, the 3-bed 2.5 spaces and the 2-bed two spaces each. The parking proposals shown on the site plan complies with these standards. The layout includes a 4.8 metres wide carriageway with a 2 metres footway on the western edge and a one metre service margin the other side. The waste truck swept path is satisfactory.
- 6.6.5 Plot No.s 1, 4, 10 and 11 do not include garages and consequently a cycle store should be provided. This issue can be secured by condition.
- 6.6.6 Policy TRANS1 of the WBDLP Saved Policies 2007 states that the transportation needs of new development should be met through the provision of a range of facilities associated with different transport modes including public transport, walking, cycling and parking provision. The level of parking provision will depend on the availability of alternative modes, having regard to the maximum standards adopted by West Berkshire Council.
- 6.6.7 The Highways Officer has stated that the layout is acceptable and includes a 4.8m wide carriageway with a 2m footway on the western edge and a one metre service margin the other side and that the waste truck swept path is satisfactory.
- 6.6.8 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development. It states that transport assessments must; ensure safe and suitable access to the site can be achieved for all people, and improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. It further states that, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 6.6.9 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, development should be located and designed where practical to accommodate the efficient delivery of goods and supplies, and give priority to pedestrian and cycle movements. Proposed development must have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, and avoid street clutter.

6.6.10 The Council's Highways Service has reviewed the proposed plans raising no objections, as adequate access is available. It is considered that the proposed development will comply with the criteria contained within Policy CS13 of the WBCS, Policy P1 of the HSA DPD, and the NPPF.

6.7 Impact on Trees

6.7.1 Policy CS18 of the WBCS encourages the retention of valued green infrastructure which contributes to the character of the landscape.

6.7.2. The NPPF states that planning permission should be refused for development resulting in the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

6.7.3. The Council's Tree Officer has been consulted and has raised no objections, subject to conditions. The Tree Officer's comments are discussed at Section 6.1.2 of this report. It is therefore considered that the proposed development would conserve the trees covered by the various Tree Preservation Orders in compliance with the advice contained within the NPPF, and Policy CS18 of the WBCS.

6.8 The impact upon biodiversity

6.8.1 Core Strategy Policy CS17 (Biodiversity and Geodiversity) states that biodiversity and geodiversity assets across West Berkshire will be conserved and enhanced. Policy CS17 also states that, in order to conserve and enhance the environmental capacity of the District, all new development should maximise opportunities to achieve net gains in biodiversity and geodiversity in accordance with the Berkshire Biodiversity Action Plan and the Berkshire Local Geodiversity Action Plan.

6.8.2 Policy HSA 22 of the HSA DPD requires the submission of an extended phase 1 habitat survey. From the submitted report it is concluded that the site supports habitats that are generally of low ecological value and that the mature trees have ecological value and will be retained. No UK Biodiversity Action Plan (UKBAP) Priority habitats are present within the site. However the site has potential to support some protected species, as such a condition will be attached to ensure compliance with the ecological survey recommendations. The Council ecologist has not commented to date, any response that is received will be included in the update report. Natural England have not raised any objections. It is therefore considered that the proposed development would comply with Policy CS17 of the WBCS.

6.9 Impact on Flooding and Drainage

6.9.1 The application site is located within Flood Zone 1, which is appropriate for new residential development. Policy CS16 states that on all development sites, surface water will be managed in a sustainable manner through the implementation of Sustainable Drainage Methods (SuDS).

6.9.2 The National Planning Policy Guidance (NPPG) is more specific; it advises that whether a sustainable drainage system should be considered will depend on the proposed development and its location, for example whether there are concerns about flooding. Sustainable drainage systems may not be practicable for some forms of development. New development should only be considered appropriate in areas at risk of flooding if priority has been given to the use of sustainable drainage systems. Additionally, and more widely, when considering major development, sustainable drainage systems should be provided unless demonstrated to be inappropriate.

6.9.3 The decision on whether a sustainable drainage system would be inappropriate in relation to a particular development proposal is a matter of judgement for the local planning authority. In making this judgement the local planning authority will seek advice from the relevant flood risk management bodies, principally the lead local flood authority, including on what sort of sustainable drainage system they would consider being reasonably practicable. The judgement of what is reasonably practicable should be by reference to the technical standards published by DEFRA and take into account design and construction costs.

6.9.4 Sustainable drainage systems are considered necessary for this development. Generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:

- (a) into the ground (infiltration);
- (b) to a surface water body;
- (c) to a surface water sewer, highway drain, or another drainage system;
- (d) to a combined sewer.

6.9.5 A drainage pond is incorporated in the scheme and will be located to the north of the site, consistent with the slope. The Lead Local Flood Authority has reviewed the scheme and has no objection subject to condition.

6.9.6 Water / Sewerage infrastructure capacity

6.9.7 Thames Water is the statutory sewerage undertaker responsible for maintaining the water and waste water infrastructure in the local area. Thames Water has not raised any objections to the proposed development. Thames Water have advice for developers on connecting to a local public sewer. Overall, the development complies with Policy CS5 of the WBCS, and Policy GS1 of the HSA DPD.

6.10 Other matters

Objections

6.10.1 The Parish and objectors to this application have raised concerns which are listed within Section 2 of this report. Many of the matters raised by objectors and the Parish Council have been addressed within this report, as such these have not been repeated here.

Community Infrastructure Levy

- 6.10.2 Planning Policy CS5 of the WBCS states that the Council will work with infrastructure providers and stakeholders to identify requirements for infrastructure provision and services for new development and will seek to co-ordinate infrastructure delivery. The Council has implemented its Community Infrastructure Levy (CIL) as from 1st April 2015. Planning applications which are decided after 1st April 2015 may be liable to pay the levy.
- 6.10.3 Under the Community Infrastructure Levy Charging Schedule adopted by West Berkshire Council and the government Community Infrastructure Levy Regulations a charge is not made until the reserved matters stage. A full assessment will be undertaken during consideration of the reserved matters applications.

The assessment of sustainable development

- 6.10.4 Paragraph 7 of the NPPF provides a presumption in favour of sustainable development with the social role of the planning system being to ensure that strong, vibrant and healthy communities are supported through 'providing the supply of housing required to meet the needs of present and future generations. When considering development proposals the Council is required to take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.
- 6.10.5 Paragraph 10 states that plans and decisions 'need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas'.
- 6.10.6 The NPPF requires local authorities to 'approach decision-making in a positive way to foster the delivery of sustainable development' (paragraph 186). Paragraph 187 further stresses that 'decision-takers at every level should seek to approve applications for sustainable development where possible'.
- 6.10.7 Paragraph 14 of the NPPF sets out the Government's economic, environment social planning policies for England, with the presumption in favour of sustainable development. The NPPF identifies three dimensions to sustainable development: economic, social and environmental. The policies of the NPPF, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system and emphasises that a presumption in favour of sustainable development should be the basis for every plan, and every decision. Planning applications must result in sustainable development with consideration being given to the economic, social and environmental sustainability aspects of the proposal.
- 6.10.8 Economic Dimension: It is considered that future residents will contribute to the local economy. There would be benefits in terms of additional employment during the construction period.

6.10.9 Environmental dimension: With regard to the environmental role of fundamentally contributing to protecting and enhancing our natural, built and historic environment, the impact on the character and appearance of the surrounding AONB area has been assessed as part of this application. It is considered that the proposal will sufficiently respect the existing natural and built environment and that the proposal protects and enhances the prevailing pattern of development in the local area and the site specifically.

6.10.10 Social dimension: It is considered that the proposal makes a contribution to the wider social dimensions of sustainable development, though the provision of four affordable dwellings. The development would bring social benefits in terms of providing housing required to meet the needs of present and future generations, including affordable housing.

6.10.11 For the above reasons, it is considered that the proposed development is supported by the presumption in favour of sustainable development.

7. CONCLUSION

- 7.1. Having regard to the relevant development plan policies, the other material considerations referred to above, it is considered that the development is acceptable and should be approved for the following reasons.
- 7.2. The proposal will not harm the existing character and appearance of the surrounding AONB area and how it functions. The proposal will not have a material impact on neighbouring amenity, will secure sufficient garden amenity for future occupiers and will not present an adverse impact on highway safety. These considerations carry significant weight and indicate that conditional planning permission should be approved.
- 7.3. This decision has been considered using the relevant policies related to the proposal. These are; ADPP1, ADPP5, CS1, CS4, CS5, CS6, CS13, CS14, CS15, CS16, CS17, CS18 and CS19 of The West Berkshire Core Strategy 2006 - 2026, Policy OVS5, OVS6 and TRANS1 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007, Policy GS1, HSA22, C1, C3, and P1 of the Housing Site Allocations Development Plan Document (May 2018) (DPD), and the National Planning Policy Framework.

8. FULL RECOMMENDATION

DELEGATE to the Head of Development and Planning to **GRANT PLANNING PERMISSION** subject to the completion of a legal agreement by 23rd July 2018 and in accordance with the schedule of conditions (Section 8.1).

8.1. Schedule of Conditions

1. Reserved Matters

Details of the appearance and landscaping (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the Local Planning Authority no later than the expiration of three years beginning with the date of this permission, and no building or other operations shall start on site until the Reserved Matters have been approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in strict accordance with the approved details and with the requirements of any conditions attached to any approved reserved matters application. This condition shall apply irrespective of any indications as to the reserved matters which have been given in the application hereby approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004). The application is not accompanied by sufficient details of the reserved matters to enable the Local Planning Authority to give proper consideration to those matters and such consideration is required to ensure that the development is in accordance with the development plan.

2. Time limit

The development to which this permission relates shall be begun before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the approved matters to be approved, whichever is the later.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Plans approved

The development hereby permitted shall be carried out in accordance with drawing number 5085/201 REVISIONB; 16.48-105; 16.48-106; 16.48-107 and CV8160478/SK01 REVISION P2 received on 18th December 2017, drawing number 16.48-101 REVISION F; 16.48-102 REVISION B; 16.48-104 REVISION A and 16.48-103 REVISION D received 27 February 2018 and any plans and details approved under any subsequent approval of reserved matters applications and any conditions attached to such approvals.

Reason: To ensure that the development is carried out in accordance with the submitted details assessed against Policy CS14 and CS19 of the West Berkshire Core Strategy 2006-2026.

4. Hours of work (construction)

The hours of work for all contractors for the duration of the site development shall unless otherwise agreed by the Local Planning Authority in writing be limited to:

7:30am to 6:00pm Mondays to Fridays;

8:30am to 1:00pm Saturdays;
nor at any time on Sundays or Bank Holidays.

Reason: To safeguard the living conditions of adjacent occupiers. This condition is attached in accordance with the NPPF, Policy CS14 of the West Berkshire Core Strategy 2006-2026 and Policy OVS5 and OVS6 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007.

5. Unforeseen contamination

Should any unforeseen contamination be encountered during the development, the developer shall inform the Local Planning Authority immediately. Any subsequent investigation/remedial/protective works deemed necessary by the Local Planning Authority shall be carried out to agreed timescales and approved by the Local Planning Authority in writing. If no contamination is encountered during the development, a letter confirming this fact shall be submitted to the Local Planning Authority upon completion of the development.

Reason: In order to protect the amenities of proposed occupants/users of the application site. This condition is imposed in accordance with the National Planning Policy Framework (2012) and Policy OVS5 of the West Berkshire District Local Plan (1991-2006) Saved Policies 2007.

6. Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to the Local Planning Authority. The plan should detail items such as phasing of construction, lorry routing and potential numbers, types of piling rig and earth moving machinery to be implemented and measures proposed to mitigate the impact of construction operations including dust. In addition the plan should make note of any temporary lighting that will be used during the construction phase of the development. The plan shall be implemented in full and retained until the development has been constructed. Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.

Reason: To ensure potential disruption is minimised as much as possible during construction. This condition is attached in accordance with the NPPF, Policy CS14 of the West Berkshire Core Strategy 2006-2026 and Policy OVS 5, OVS 6 and OVS 7 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007.

7. 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:

- (a) The parking of vehicles of site operatives and visitors
- (b) Loading and unloading of plant and materials
- (c) Storage of plant and materials used in constructing the development
- (d) The erection and maintenance of security hoarding including decorative displays and

- (e) Facilities for public viewing
- (f) Wheel washing facilities
- (g) Measures to control the emission of dust and dirt during construction
- (h) A scheme for recycling/disposing of waste resulting from demolition and construction works

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).

8. Surfacing of access

No development shall take place until details of the surfacing arrangements for the vehicular access(es) to the highway have been submitted to and approved in writing by the Local Planning Authority. Such details shall ensure that bonded material is used across the entire width of the access(es) for a distance of 3 metres measured back from the carriageway edge. Thereafter the surfacing arrangements shall be constructed in accordance with the approved details.

Reason: To avoid migration of loose material onto the highway in the interest of road safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

9. Parking/turning in accord with plans

No dwelling shall be occupied until the vehicle parking and/or turning space have been surfaced, marked out and provided in accordance with the approved plan(s). The parking and/or turning space shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) at all times.

Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. 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) and P1 of the Housing Site Allocation DPD.

10. Cycle storage

No development shall take place until details of the cycle parking and storage space have been submitted to and approved in writing by the Local Planning Authority. No dwelling without a garage shall be occupied until the cycle parking and storage space has been provided in accordance with the approved details and retained for this purpose at all times.

Reason: To ensure that there is adequate and safe cycle storage space within the site. This condition is imposed in accordance with the National Planning Policy Framework (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) and P1 of the Housing Site Allocation DPD.

11. Schedule of materials for access road

No development shall take place until a schedule of materials to be used for the access road has been submitted to and approved in writing by the Local Planning Authority. The road shall be constructed of a non-porous bonded surface draining to a SUDS system. This condition shall apply irrespective of any indications as to these matters which have been detailed in the current application the use shall not commence until the access has been constructed in accordance with the approved schedule.

Reason: To ensure that the appearance of the access is appropriate to the character of the area. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

12. Drainage details to be submitted

No development shall take place until details of sustainable drainage measures to manage surface water within the site have been submitted to and approved in writing by the Local Planning Authority.

These details should be in accordance with the principles of the Glanville Flood Risk Assessment (dated 4 December 2017). These details shall:

- a) *Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the Non-Statutory Technical Standards for SuDS (March 2015), the SuDS Manual C753 (2015) and West Berkshire Council local standards;*
- b) *Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site;*
- c) *Include run-off calculations, discharge rates, infiltration and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +40% for climate change;*
- d) *Include pre-treatment methods to prevent any pollution or silt entering SuDS features or causing any contamination to the soil or groundwater;*
- e) *Include details of how the SuDS measures will be maintained and managed after completion. These details shall be provided as part of a handover pack for subsequent purchasers and owners of the property/premises; and*
- f) *Finished floor levels for all properties should be a minimum of 300mm above surrounding ground levels.*

Reason: To ensure that surface water will be managed in a sustainable manner; to prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be, and is carried out in an appropriate and efficient manner. This condition is applied in accordance with the National Planning Policy Framework, Policy CS16 of the West Berkshire Core Strategy (2006-2026), and Part 4 of Supplementary Planning Document Quality Design (June 2006). A pre-condition is necessary

because insufficient detailed information accompanies the application and so it is necessary to approve these details before any development takes place.

13. Ecological mitigation

No development shall commence until a scheme of ecological mitigation and management including a plan showing locations of any proposal has been submitted and approved by the Local Planning Authority Development. The approved mitigation shall be informed by the recommendations within the submitted Phase 1 Habitat Survey Report dated November 2017 by Ecoconsult Wildlife Consultancy. The approved mitigation shall be retained thereafter as part of the proposed mitigation.

Reason: To ensure the protection of protected species, which are subject to statutory protection and to provide ecological enhancements. This condition is imposed in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 17 of the West Berkshire Core Strategy Development Plan Document 2012.

14. Landscaping

No development or other operations shall commence on site until a detailed scheme of landscaping for the site is submitted to and approved in writing by the Local Planning Authority. The details shall include schedules of plants noting species, plant sizes and proposed numbers/densities, an implementation programme and details of written specifications including cultivation and other operations involving tree, shrub and grass establishment. The scheme shall ensure;

- a) Completion of the approved landscape scheme within the first planting season following completion of development.
- b) Any trees shrubs or plants that die or become seriously damaged within five years of this development shall be replaced in the following year by plants of the same size and species.

Reason: To ensure the implementation of a satisfactory scheme of landscaping in accordance with the NPPF and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026.

15. Tree Protection (scheme submitted)

Protective fencing shall be implemented and retained intact for the duration of the development in accordance with the tree and landscape protection scheme identified on approved drawing(s) numbered plan 903-02 dated Nov 2017 and supported by the tree report by SJ Stephens ref 903 dated 29th November 2017. Within the fenced area(s), there shall be no excavations, storage of materials or machinery, parking of vehicles or fires.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance

with the objectives of the NPPF and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

16. Spoil management details to be submitted

No development shall take place until full details of how all spoil arising from the development will be used and/or disposed have been submitted to and approved in writing by the Local Planning Authority. These details shall:

- 1) Show where any spoil to remain on the site will be deposited;
- 2) Show the resultant ground levels for spoil deposited on the site (compared to existing ground levels);
- 3) Include measures to remove all spoil (not to be deposited) from the site;
- 4) Include timescales for the depositing/removal of spoil.
- 5) All spoil arising from the development shall be used and/or disposed of in accordance with the approved details.

Reason: To ensure appropriate disposal of spoil from the development and to ensure that ground levels are not raised in order to protect the character and amenity of the area. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies ADPP5, CS14 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

17. Permitted Development removal – extensions and outbuildings

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, re-enacting or modifying that Order), no extensions, alterations, buildings or other development which would otherwise be permitted by Schedule 2, Part 1, Classes A, B, C and E of that Order shall be carried out, without planning permission being granted by the Local Planning Authority on an application made for that purpose.

Reason: To prevent the overdevelopment of the plots, given the limited amenity space, and in the interests of respecting the character and appearance of the surrounding area, which includes protected trees. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies ADPP6, CS14, CS18 and CS19 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design (June 2006).

Informatives:

1. Reasons for approval

The decision to grant planning permission has been taken because the development will preserve the character and appearance of the surrounding area and AONB, and the neighbouring amenity. This informative is only intended as a summary of the reason for the grant of planning permission. For further details on the decision please see the application report which is available from the Planning Service or the Council website.

2. Approval - Objections/Support received

This decision has been made in a positive way to foster the delivery of sustainable development having regard to Development Plan policies and available guidance to secure high quality appropriate development. In this application whilst there has been a need to balance conflicting considerations, the local planning authority has secured and accepted what is considered to be a development which improves the economic, social and environmental conditions of the area.

3. Legal agreements

This Decision Notice must be read in conjunction with the terms of a Legal Agreement of the *. You are advised to ensure that you have all the necessary documents before development starts on site.

4. Emergency access

Any gates required for emergency access should provide a minimum 3.1 m clear opening.

5. Fire hydrants

There are at present, no available public mains in this area to provide a suitable water supply in order to effectively fight a fire. The applicant is advised to provide suitable private fire hydrants, or other suitable emergency water supplies to meet Royal Berkshire Fire & Rescue Service requirements.

6. Surface water drainage

It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

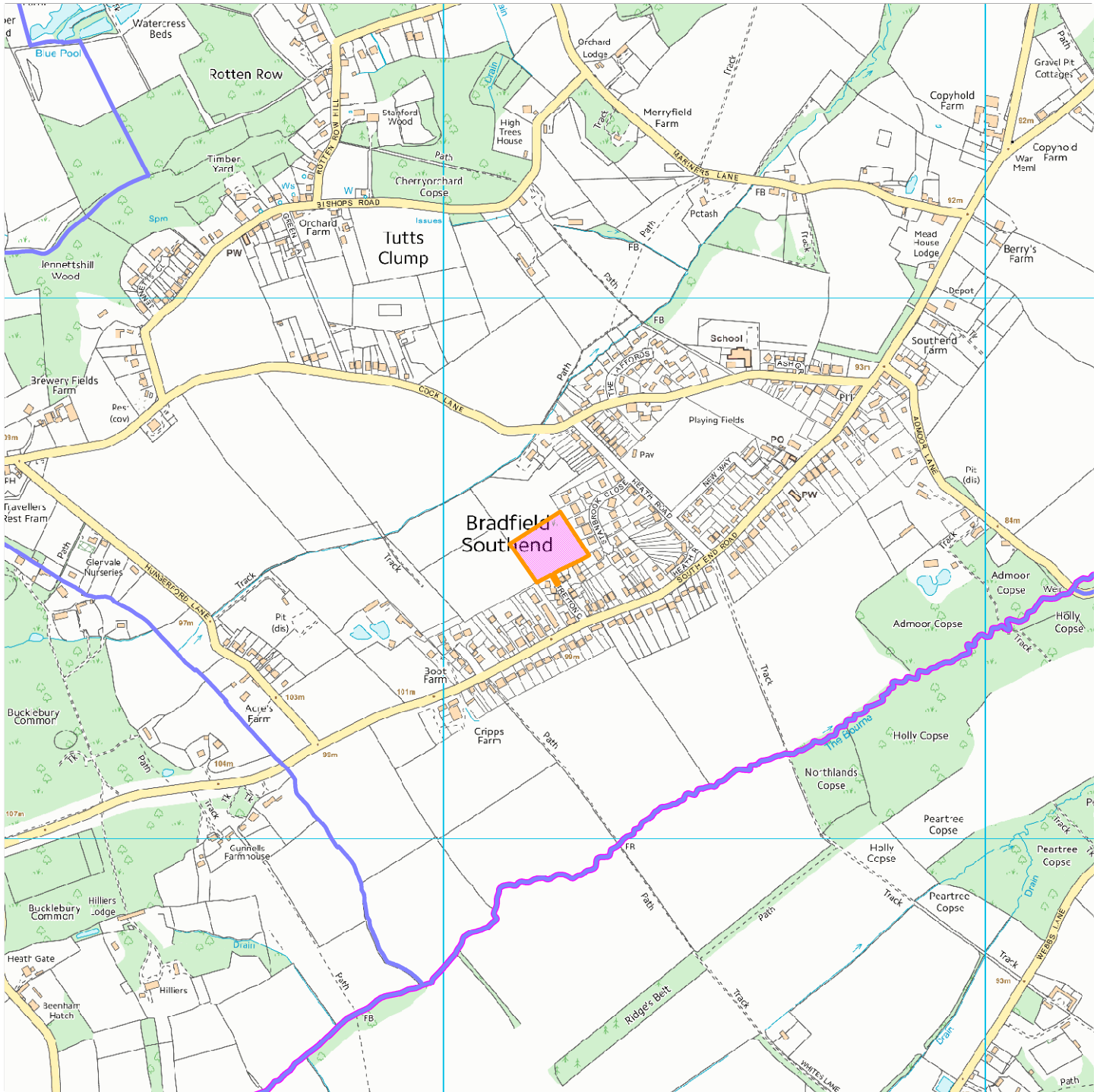
7. Conditions – reserved matters

Please be aware that several of the consultees, for example; highways and the Council's tree officer requested conditions during consideration of this outline planning application that have been attached to this outline planning consent. The developer may wish to submit the requested information in support of a

future reserved matters application to avoid additional conditions on any future reserved matters consent.

- 8.2 Or** if the legal agreement is not completed by the 11th June 2018, to **DELEGATE** to the Head of Development and Planning to **REFUSE PLANNING PERMISSION**, or to extend the period for completion if it is considered expedient to do so.

The development fails to provide an appropriate scheme of works or off-site mitigation measures to accommodate the impact of the development on local infrastructure (affordable housing), or provide an appropriate mitigation measure such as a planning obligation. As such, the development fails to comply with the National Planning Policy Framework, the Planning Practice Guidance and Policy CS6 of the West Berkshire Core Strategy 2006-2026.



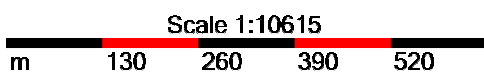
Map Centre Coordinates :

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|---------------------|------------------------|
| Organisation | West Berkshire Council |
| Department | |
| Comments | |
| Date | 14 May 2018 |
| SLA Number | 0100024151 |



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Agenda Item 4.(4)

| Item No | Application No. and Parish | 8/13 week date | Proposal, Location and Applicant |
|---------|---------------------------------|----------------|---|
| (4) | 18/00332/FULD Upper Basildon | 25 April 2018 | Replacement house type for previously approved plot 1 under application 17/02446/FULD Pamber Green, Blandys Lane, Upper Basildon, Reading, Berkshire RG8 8PG Bellmore Homes |

To view the plans and drawings relating to this application click the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=18/00332/FULD>

Recommendation Summary: To **DELEGATE** to the Head of Development and Planning to **GRANT PLANNING PERMISSION** subject to the conditions set out in Section 8.1 of this report.

Ward Member(s): Councillor Alan Law

Reason for Committee determination: More than 10 letters of objection

Committee Site Visit: 16th May 2018

Contact Officer Details

Name: Simon Till
Job Title: Senior Planning Officer
Tel No: (01635) 519111
Email: Simon.till@westberks.gov.uk

1. PLANNING HISTORY

- 17/01390/FULD** Demolition of existing dwelling and erection of 3 new dwellings. Withdrawn, 07 September 2017.
- 17/02446/FULD** Demolition of existing dwelling and erection of 2 new dwellings. Approved by Committee on 8th November 2017.
- 17/03221/COND1** Application for approval of details reserved by condition 3 - Samples, 4 - Construction Method Statement, 7 - Surfacing Arrangement, 9 - Cycle Store, 10 - Landscaping, 11 - Tree Protection, 15 - Levels and 18 - Drainage, of planning permission 17/02446/FULD (Demolition of existing dwelling and erection of 2 new dwellings). Approved 25 January 2018.
- 18/00333/FULD** Section 73a: Variation of condition 2 'approved drawings' of previously approved application 17/02446/FULD: Demolition of existing dwelling and erection of 2 new dwellings. Pending decision.

2. PUBLICITY

Site Notice Expired: 15 March 2018
Neighbour Notification Expired: 08 March 2018

3. CONSULTATIONS AND REPRESENTATIONS

3.1 Consultations

Parish Council: The Parish Council reviewed the application and voted to object on the following grounds:

This application counters those conditions put in place on the approved planning application and is unwelcome in the view of the Parish Council. The height of the building is back at the original height (which the Parish Council objected to strongly in the original application) and the increase in overall size is unacceptable given the plot on which it sits. It continues to be out of keeping with the surroundings and is overbearing for immediate neighbours who will be effected negatively by these changes and those proposed to the properties windows. The Parish Council believes it offers an unimaginative design which is to the detriment of the local area and recommends it is refused.

Highways: Highways recommendation is for conditional approval subject to conditions associated with previous planning permission 17/02446/FULD.

Conservation Officer: No comments received by date of writing. Comments on previous application 17/02446/FULD-

No objections:

I would wish to qualify my previously made comments by reference to recent decisions made on the Claregate site to the south of the Moorings site, where a similar redevelopment proposal was refused planning permission but allowed on appeal (application 14/01069/FULD refers). The comparison is made because of the similarities of approach on both the Claregate and Pamber Green sites, i.e. more contemporary house designs, set back into the site and served from a single access.

The inspector's appeal decision letter refers to a main issue of impact on the character and appearance of the street scene, the variety of house types, designs and roof styles in the immediate area, together with an overall sense of spaciousness, which was considered to be maintained by redeveloping the original very large single house plots, despite the size of the new dwellings, since sufficient side and frontage space was retained for appropriate landscaping to "soften" the appearance of the new developments on the street scene, and reduce a perceived suburbanising impact of the new dwellings. On the Pamber Green site as was on the Claregate site, therefore the balance "tips" in favour of the proposals.

From a building conservation perspective, the main issue is the impact on the setting of the grade II listed Moorings, bearing in mind its orientation, with its main view/aspect from the south (as the property faces directly south and at right angles to the road). The current backcloth is of mature trees and vegetation at a higher level, the removal of which would be detrimental to the setting of the Moorings, but this is to be maintained and enhanced, and can be secured by condition. In addition, amended plans have been received to reduce the height of the nearest dwelling to the Moorings, which together with sufficient separation distances and adequate screening, also reduces the impact on the setting of the Moorings, such that, by itself, this (impact on the setting of the listed building), becomes a less defensible reason for refusal of the proposed development of the Pamber Green site.

Recommend reiteration of Inspector's conditions on Claregate decision (14/01069/FULD/appeal ref. APP/W0340/A/14/2228088).

Tree Officer: No comments received by date of writing. Landscaping scheme approved under previous discharge of conditions application 17/03221/COND1 is carried forward to this application.

Environmental Health: No comments received by date of writing.

Waste Management: No comments received by date of writing.

3.2 Community Infrastructure Levy

The CIL for this development has been provisionally calculated at £51,288.75, based on the floor areas stated in the CIL PAAIR form submitted with the application which states an increase in floor area of 364.72 square metres. However, your officer notes that the application states that CIL has already been paid for the dwelling approved under permission 17/02446/FULD and that the increase in floor area between the two is stated to only be 26 square metres. CIL will be reviewed in the event of the application being approved.

3.3 Representations

Total: 16 Object: 16 Support: 0

Summary of material planning considerations raised in representation letters:

Against

- Alteration of finished floor levels and height contrary to Member's requirements for levels to be reduced when approving application 17/02446/FULD and subsequent discharge of conditions application 17/03221/COND1;
- Increase in floor area of the proposed dwelling from that previously approved under permission 17/02446/FULD;
- Proposed dwelling is too similar to plot 2 approved under permission 17/02446/FULD;
- Increase in massing adjacent to Moorings resulting in overbearing impact;
- Out of keeping with mixed appearance of dwellings in street scene and urbanising due to uniformity and poor quality design;
- Overlooking of Moorings due to bay windows in front elevation;
- Overshadowing of Moorings;
- Would increase size of windows on west elevation resulting in overlooking of neighbouring dwelling, High Banks;
- Lack of garages;
- Concerns regarding deliveries to the site obstructing traffic;
- Ground floor level is not clear from drawings.

Other matters

- Increased fire risk to Moorings due to position of chimney;
- Current difficulties with contractor and delivery vehicle parking on Blandys Lane.

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.

4.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and who these are expected to be applied. It is a

material consideration in planning decisions. The NPPF is supported by the Planning Practice Guidance (PPG).

4.3 According to paragraph 215 of the NPPF, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).

4.4 The West Berkshire Core Strategy (2006-2026) is the first development plan document (DPD) within the new West Berkshire Local Plan. It sets out a long term vision for West Berkshire to 2026 and translates this into spatial terms, setting out proposals for where development will go, and how this development will be built. The following policies from the Core Strategy are relevant to this development:

- NPPF Policy
- ADPP1: Spatial Strategy
- ADPP5: North Wessex Downs Area of Outstanding Natural Beauty (AONB)
- Policy CS1: Delivering New Homes and Retaining the Housing Stock
- Policy CS4: Housing Type and Mix
- Policy CS5: Infrastructure Requirements and Delivery
- Policy CS13: Transport
- Policy CS14: Design Principles
- Policy CS15: Sustainable Construction and Energy Efficiency
- Policy CS16: Flooding
- Policy CS 17 Biodiversity and Geodiversity
- Policy CS18: Green Infrastructure
- Policy CS19: Historic Environment and Landscape Character

4.5 The Housing Site Allocations Development Plan Document (HSA DPD) is the second DPD of the new West Berkshire Local Plan. It allocates non-strategic housing sites and sites for gypsies, travelers and travelling show people, provides updated residential parking standards and a set of policies to guide housing in the countryside. The following policies from the HSA DPD are relevant to this development:

- C1: Location of new housing in the countryside
- P1: Residential parking for new development

4.6 A number of policies from the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) remain part of the development plan following the publication of the Core Strategy. The following saved policies from the Local Plan are relevant to this development:

- TRANS.1: Meeting the Transport Needs of New Development
- OVS.6: Noise Pollution

4.7 The following local policy documents adopted by the Council are material considerations relevant to the development:

- West Berkshire Supplementary Planning Guidance: House Extensions (adopted July 2004)
- West Berkshire Supplementary Planning Document Series: Quality Design (SPDQD), (adopted June 2006)

-Part 1 Achieving Quality Design

-Part 2 Residential Development

- Planning Obligations SPD
- The North Wessex Downs AONB Management Plan (2014-2019);
- The Basildon Village Design Statement (VDS) 2001

4.8 The requirements of the following other pieces of legislation are also a material consideration in respect of this planning application:

- The Wildlife and Countryside Act 1981 (as amended).
- The Conservation of Habitats and Species Regulations 2010.

5. DESCRIPTION OF DEVELOPMENT

5.1 The application site sits on the edge, but within, the defined settlement boundary of Upper Basildon. The site was formerly occupied by an extended bungalow of mid 20th Century character and a number of associated outbuildings. These have now been demolished and cleared from the site. To the north and west of the site the land consists of open country and fields, while to the south and east are existing lines of residential development alongside Blandys Lane. Residential development in the area is of mixed age and type, with a number of large, modern dwellings interspersed amongst significantly older dwellings, including Thatchers, a traditional thatched cottage to the south east of the site, and Moorings, a Grade II Listed dwelling that has recently benefitted from a large modern extension immediately to the south of the site. High Banks, opposite the site to the east, is a substantial modern dwelling constructed in a traditional style, while Hampstead House, also to the east of the site, is a more contemporary style of design with a low roof form and long single storey wing containing both living and garage accommodation. Blandys Lane, a narrow country lane, traverses from north to south alongside the eastern boundary of the site, and is bordered by high hedges and mature trees for much of its length. The application site has recently been cleared of vegetation for its length, so currently forms a gap in the hedges alongside Blandys Lane. A bank alongside Blandys Lane rises approximately 2 metres from the road

5.2 Planning permission 17/02446/FULD granted permission for the demolition of the previous bungalow and the erection of two dwellings. This has been partially implemented by the demolition of the bungalow and the commencement of works to erect the approved dwelling on plot 2, to the north of the site.

5.3 This application seeks to amend the house design for plot 1. The proposals would be for a 5 bedroom dwelling as previously approved, but with a central half-hipped gable and bay windows at ground floor level on the front elevation, rather than the longer roof slope and offset gable of the approved dwelling on plot 1. The rear elevation is also slightly altered with a subservient hipped gable instead of the previously approved full height, half-hipped gable. The proposals would increase the overall floor area of the dwelling by 26 square metres.

5.4 During consideration of this application amended plans have been received that revise the floor level and roof level for the proposed dwelling down, in accordance with the levels previously approved under discharge of conditions application 17/03221/COND1 and in accordance with the requirements of Members under condition 15 of permission 17/02446/FULD. A Construction Method Statement,

details of surfacing arrangements, details of landscaping and tree protection and details of drainage have also been received as additional information from the agent.

- 5.5 An application submitted alongside this one, reference 18/00333/FULD, seeks to make minor alterations to the porch and arrangement of windows on plot 2 but retains the same design of dwelling as approved under permission 17/02446/FULD. The works proposed under that application are not considered to have a significant material impact on the matters considered under application 18/00332/FULD that is subject of this report.

6. APPRAISAL

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

- Principle of the development
- The impact on the character and appearance of the North Wessex Downs Area of Outstanding Natural Beauty;
- Impact on the setting of the Grade II Listed building, “Moorings”;
- The impact on neighbouring amenity;
- Highway safety;
- The presumption in favour of sustainable development

6.1 Principle of the development

6.1.1 The application site is located within the defined settlement boundary of Upper Basildon, on the edge of the village envelope and is occupied by an existing bungalow. The site is within the North Wessex Downs Area of Outstanding Natural Beauty. Policy C1 of the HSA DPD sets out a presumption in favour of development within the settlement boundaries of towns and villages in the District, including Upper Basildon, which is defined as a smaller village with a settlement boundary under Policy ADPP1 of the Core Strategy. Policy ADPP1 goes on to state that smaller villages with settlement boundaries, such as Upper Basildon, are suitable only for limited infill development subject to the character and form of the settlement. Policy ADPP5 of the Core Strategy requires, inter alia, that development will conserve and enhance the local distinctiveness, sense of place and setting of the AONB whilst preserving the strong sense of remoteness, tranquillity and dark night skies, and that development should respond positively to the local context. Your officer notes that the principle of development for a new dwelling in this location has been accepted under the provisions of previous permission 17/02446/FULD.

6.1.2 While the principle of development is accepted in this case, the acceptability of the development proposed should be informed by considerations of the character and form of the settlement and the necessity to conserve and enhance the setting of the AONB.

6.2 Impact on the character and setting of the North Wessex Downs AONB:

6.2.1 The application site previously consisted of a bungalow and several single storey outbuildings. Works that have already been undertaken in implementation of planning permission 17/02446/FULD have led to the demolition of these buildings and clearance of the site.

- 6.2.2 Planning permission 17/02446/FULD granted permission for two large 5 bedroom dwellings. This application seeks to vary the dwelling type on the part of the site identified for plot 1. The proposed dwelling would be of a similar size to the approved dwelling in terms of footprint, and would have an identical ridge height to that previously approved (8.3 metres). The proposed alterations to the dwellings design would be mainly confined to the front elevation and would include a central gable rather than the offset gable previously approved, and bay windows at ground floor level. To the rear of the dwelling a minor alteration to the rear offset gable would give it a subservient hipped ridge. While it is noted that objections raise concerns with the design of the dwelling, stating that it would appear too similar to the approved plot 2, plot 2 has a considerably different appearance, with dual gables and a long central roof slope over an open porch. It is the view of your officer that the alterations proposed to plot 1 would not result in a dwelling that was similar in appearance to that approved on plot 2, and that the proposed design of the dwelling on plot 1 reflects the same level of quality as that which was previously approved.
- 6.2.3 Objections from the Parish and members of the public to this application note concerns with the floor area of the proposed dwelling and the floor levels and height. At the Committee meeting on the 8th of November 2017 Members voted to approve application 17/02446/FULD subject, inter alia, to a condition requiring that the finished floor levels and overall level of the ridge of both plots 1 and 2 were reduced by 1 metre. Consequently condition 15 of the planning permission carried this requirement and details pursuant to discharging condition 15 were approved in discharge of conditions application 17/03221/COND1. The approved floor level for plot 1 was set at 100.40 metres (above sea level) and the ridge level was set at 108.70 metres. The details originally submitted with this application sought to increase these heights by 0.3 metres. However, following advice from your officer the levels for the proposed dwelling on plot 1 have been revised to be in accordance with those previously approved and stated above. In terms of the increase in floor space, while it is noted that the proposed dwelling would have an increased floor area of 26 square metres, your officer notes that this would be divided amongst the two floors and roofspace of the dwelling, resulting in an increase in footprint of the dwelling of only approximately 10 square metres. This is not considered significant against the footprint of the dwelling already approved on plot 1 (approximately 185 square metres).
- 6.2.4 In light of the above considerations your officer's view is that the proposed works would reflect an acceptable quality of design with no greater impact on the street scene than that of the dwelling already approved on plot 1 subject of planning permission 17/02446/FULD, and as such the proposed works are considered acceptable in terms of their design and level of impact on the character and appearance of the surrounding North Wessex Downs AONB.

6.3 Impact on the setting of the adjacent Grade II Listed building:

- 6.3.1 Plot 1 is approximately 25 metres from the rear elevation of Moorings, a Grade II Listed building. However, as noted in the Committee report for application 17/02446/FULD, your officer notes that, due to its south/north orientation, Moorings addresses a different part of the street scene with its front elevation, along with Thatchers on the opposite side of Blandys Lane. This pair of dwellings break up the

street scene, creating a visual separation between development to the south of Moorings and to the north, and an attractive setting for Blandys Lane to transition between these two parts of the street scene. The bank between the application site and Moorings and the well established vegetated boundary consisting of mature trees gives a clear delineation between the application site and the immediate setting of the listed building, further lending to the sense of a difference in context between the two sites. In terms of the wider setting of the listed building, the immediately surrounding area gives rise to a variety of different types and sizes of dwelling, including the sensitively designed New Barn to the south west of Moorings, and the more late 20th Century appearance of High Banks to the north east, as well as the row of three recently approved dwellings on the Claregate site to the south west of the Moorings/New Barn site.

- 6.3.2 Following concerns expressed by Members in the Committee Meeting on the 8th November 2018 when considering application 17/02446/FULD, a condition requiring additional native planting to be imposed between plot 1 and Moorings was applied in order to soften the impact of the proposed development on the setting of Moorings. A landscaping scheme was subsequently approved under discharge of conditions application 17/03221/COND1. Your officer notes that the landscaping shown on the plans submitted with this application instates the same landscaping improvement as approved under discharge of conditions application 17/03221/COND1, which was accepted by the tree officer as being appropriate to soften the limited impact that the proposed dwelling would have on the setting of Moorings. Consequently your officer's view is that subject to a condition requiring the landscaping scheme to be carried out in accordance with the landscaping details shown on the approved plans your officer's view is that the proposed works would not result in an undue or detrimental impact on the setting of the listed building.

6.4 Impact on neighbouring amenity

- 6.4.1 It is noted that objections raise concerns with the impact of the proposed works on the amenity of neighbouring occupants at High Banks, to the east of the site on the opposite side of Blandys Lane, and Moorings, to the south of the site. In terms of High Banks, while it is accepted that the proposed dwelling would have larger front windows than those of the previously approved dwelling, and would face the front elevation of High Banks, they would be separated from the front elevation of High Banks by approximately 30 metres. This is well in excess of the 21 metres recommended between opposing rear facing windows of dwellings within the part 2 of Council's SPD on quality design. While there is no fixed guidance in respect of front windows, your officer considers that a 30 metre separation between opposing windows on what is traditionally considered to be a less private elevation is sufficient to preserve the privacy and amenity of the occupants of High Banks.
- 6.4.2 In terms of overlooking and of Moorings, the objections raise concerns that people standing at the south western bay window of the new dwelling could look south towards the rear curtilage and kitchen of Moorings, which are set at a lower level than the application site. However, your officer considers that such overlooking would be incidental only, and would be of such a nature as could just as easily occur due to use of the front access or side garden of the new dwelling. Additionally, your officer notes that it is proposed to instate an additional line of hedging alongside Moorings that, as well as helping to soften the impact of the

dwelling in views from Moorings, will assist in reducing levels of overlooking between the two dwellings at ground floor level.

- 6.4.3 In terms of any overbearing impact on Moorings to the south or the proposed new dwelling on plot 2 to the north, the proposed new dwelling would have similar relationships with these two dwellings as that previously approved under permission 17/02446/FULD. It would be no taller than the previously approved dwelling, and while your officer notes concerns expressed regarding massing, The south elevation would not present significantly more built form towards the rear curtilage of Moorings than the dwelling already approved, due to the majority of the additional mass being confined to the roof form, which slopes away from Moorings. Due to the relationship between Moorings and the proposed dwelling, with Moorings being located to the south of the proposed dwelling and separated from it by over 20 metres the proposed works would not entail any overshadowing of Moorings.
- 6.4.4 In light of the above considerations your officer considers the proposed works to be acceptable in terms of their level of impact on neighbouring amenity.

6.5 Highway safety

- 6.5.1 A number of objections have been received in terms of highway safety, and particularly in terms of construction management. Your officer notes that objections report existing problems in terms of parking of delivery vehicles and contractors, and it is accepted that the site is very constrained and that Blandys Lane is a narrow road at this point adjacent to the site. However, planning permission has already been granted for the development of two dwellings on the site, and the proposed works would simply alter the appearance of one of those dwellings. Construction management details have been submitted with this application that accord with those previously approved to discharge conditions of permission 17/02446/FULD, and the highways officer has raised no further concerns. Consequently the proposed works are considered to be acceptable in terms of their level of impact on highway safety, subject to construction management being undertaken in accordance with the submitted construction management details. Levels of parking provision have not been altered and are considered to meet with the Council's requirements, as does visibility at the access.

6.6 Assessment of sustainable development

- 6.6.1 The NPPF states that there is a presumption in favour of sustainable development. It goes on to define three roles of sustainable development: An economic, social and environmental role. The proposed works are assessed against these roles as follows:

-In terms of the economic dimension, the proposed works would provide temporary employment during construction, and so there is a small public economic benefit.

-In terms of the social dimension by increasing the housing stock in an area suitable for limited infill development. This is balanced against a lack of significant detrimental impact on neighbouring occupants.

-In terms of environmental sustainability the proposed works would result in no significant detriment to visual amenity, while re-instating landscaping that would contribute positively to the quality of the surrounding environment by comparison to the existing impact of the site in surrounding views. However, in consideration of the

lack of detrimental visual impact of the site prior to its clearance the proposed works are considered neutral in terms of their impact on the character of the surrounding environment.

6.7 Other matters

- 6.7.1 An objection to the application notes concern regarding the proximity of the chimney of the proposed dwelling to the neighbouring listed building, Moorings. This is a matter that is addressed in other legislation relating to building regulations and fire safety. As such it is not considered to fall within the remit of planning to address.
- 6.7.2 Your officer notes that objections raise concerns regarding existing difficulties with contractor parking resulting from the commenced development of plot 2 on the Pamber Green site. However, it is noted that planning permission already exists for the development of two dwellings on the site, and this application simply seeks to vary the dwelling design for plot 1. As such it is not considered that the proposed works would result in an impact on highway safety beyond that of the approved scheme. A construction management plan forms part of the submitted details and replicates the management details that are already approved in respect of the extant planning permission.
- 6.7.3 Details of surface water drainage have been submitted as part of this application, and a condition is therefore recommended in respect of the delivery of these surface water management measures. These replicate details already approved in respect of the previously approved scheme subject of discharge of conditions application 17/03221/COND1.

7. CONCLUSION

- 7.1 The proposed works are considered to be of an acceptable quality of design is sufficiently similar to that already approved on plot 1 subject of planning permission 17/02446/FULD so as not to result in an undue impact on the character of the street scene or setting of the adjacent listed building, while also not being such as to result in significant additional impacts on neighbouring amenity. Therefore your officer's recommendation is for this application to be approved.

8. FULL RECOMMENDATION

DELEGATE to the Head of Development & Planning to **GRANT PLANNING PERMISSION** subject to the schedule of conditions (Section 8.1).

8.1 Schedule of conditions

1. Full planning permission time limit

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004); to enable the Local Planning Authority to review the desirability of the development should it not be started within a reasonable time.

2. **Standard approved plans**

The development hereby permitted shall be carried out in accordance with drawing numbers 1066.18A received by email on 21 April 2018 and 1066.11A received 14 May 2018.

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

3. **Samples of materials**

Development of the approved dwelling shall be carried out in accordance with the schedule of materials shown on drawing number 1066.18A.

Reason: Additional information on materials is required due to the visual sensitivity of surrounding views from the AONB. This condition is imposed in accordance with the National Planning Policy Framework (2012) and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

4. **Construction method statement**

The development hereby approved shall be carried out in accordance with the construction method statement received on 14 May 2018.

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).

5. **Parking in accordance**

No dwelling shall be occupied until the vehicle parking and turning spaces have been surfaced, marked out and provided in accordance with the details shown on drawing number 1066.11A. The parking and turning spaces shall thereafter be kept available for parking of private motor cars at all times.

Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

6. **Drive gradient**

The gradient of the private drives on the site shall not exceed 1 in 8.

Reason: To ensure that adequate access to parking spaces and garages is provided. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

7. **Access surfacing**

The approved dwelling shall not be occupied until the access has been surfaced in accordance with the details shown on drawing number 1066.11A received 14 May 2018. The access surface shall thereafter be retained in accordance with the approved drawing.

Reason: To avoid migration of loose material onto the highway in the interest of road safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

8. Visibility splays

No development of the dwellings hereby approved shall take place until visibility splays of 2.4 metres by 43 metres have been provided at the access. The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres above carriageway level.

Reason: In the interests of road safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

9. Cycle storage

No dwelling shall be occupied until the cycle parking and storage space has been provided in accordance with the details shown on drawing number 1066.11A. The cycle parking shall thereafter be retained in accordance with the approved details and kept available for purposes of providing cycle parking and storage at all times.

Reason: To ensure that there is adequate and safe cycle storage space within the site. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

10. Landscaping plan

The landscaping scheme for the approved development shall be undertaken in accordance with the details shown on drawing 1066.11A and shall ensure:

- a) Completion of the approved landscape scheme within the first planting season following completion of development.
- b) Any trees shrubs or plants that die or become seriously damaged within five years of this development shall be replaced in the following year by plants of the same size and species.

Reason: To ensure the implementation of a satisfactory scheme of landscaping in accordance with the NPPF and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026.

11. Tree protection

No development of the dwelling hereby approved shall commence until the tree protection for the site has been erected in accordance with the details shown on drawing number 1066.11A and at least 2 working days' notice shall be given to the Local Planning Authority that it has been erected. It shall be maintained and retained for the full duration of works or until such time as agreed in writing with the Local Planning Authority. No activities or storage of materials whatsoever shall take place within the protected areas without the prior written agreement of the Local Planning Authority.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the NPPF and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

12. Removal of Permitted Development Rights for extensions and outbuildings

Irrespective of the provisions of the Town and Country (General Permitted Development) Order 2015 (as amended), or any subsequent revision thereof no extensions or outbuildings shall be erected in the curtilage of the dwellings hereby approved without planning permission having first been granted on a planning application made for this purpose.

Reason: The site is in a visually sensitive location in the AONB and adjacent to the curtilage of a Grade II Listed building. This condition is imposed in order to prevent the overdevelopment of the site, detrimental visual impacts in a sensitive location in the AONB on the edge of the settlement or adverse visual impacts on the setting of the adjacent Grade II Listed building in accordance with the National Planning Policy Framework (2012), and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

13. Removal of Permitted Development Rights for alterations to roof

Irrespective of the provisions of the Town and Country (General Permitted Development) Order 2015 (as amended), or any subsequent revision thereof no alterations or extensions to the roofs of the dwellings hereby approved without planning permission having first been granted on a planning application made for this purpose.

Reason: The site is in a visually sensitive location in the AONB and adjacent to the curtilage of a Grade II Listed building. This condition is imposed in order to prevent detrimental visual impacts in a sensitive location in the AONB on the edge of the settlement or adverse visual impacts on the setting of the adjacent Grade II Listed building in accordance with the National Planning Policy Framework (2012), and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

14. Removal of Permitted Development Rights for side windows in south facing elevation of plot 1

Irrespective of the provisions of the Town and Country (General Permitted Development) Order 2015 (as amended), or any subsequent revision thereof no

additional windows shall be installed in the south facing elevation of the dwelling hereby approved unless they are obscure glazed and fixed shut except for parts that are more than 1.7 metres above the floor level of the room served.

Reason: In order to prevent any adverse impact on the privacy and amenity of the neighbouring dwelling, Moorings in accordance with the National Planning Policy Framework (2012) and Policy CS14 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

15. Levels

The dwelling hereby approved shall not be occupied until the ground and floor levels have been developed in accordance with the approved drawings. The levels on the site shall thereafter be retained in accordance with the approved drawings.

Reason: In the interests of visual amenity on a sensitive site within the North Wessex Downs AONB and adjacent to the curtilage of a Grade II Listed building in accordance with the National Planning Policy Framework (2012) and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

16. Set back of gates

No gates shall be installed across the access drive to the site shall unless they are erected at a distance of at least 5 metres from the highway edge. Any such gates shall open inwards.

Reason: To prevent the obstruction of the highway, in the interests of highway safety in accordance with the National Planning Policy Framework (2012) and Policy CS13 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

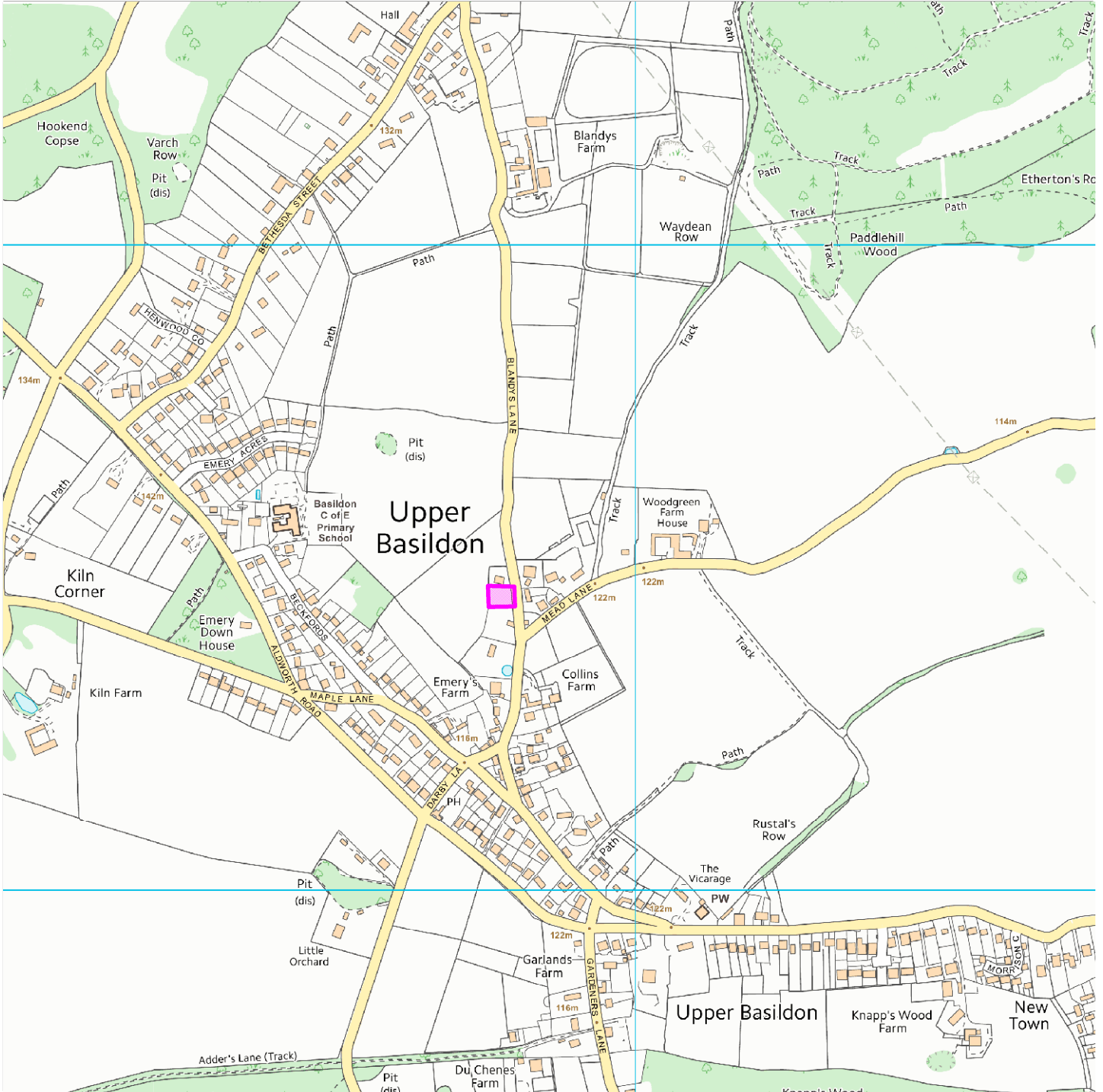
17. Surface water drainage

The dwelling hereby approved shall not be occupied until drainage measures for the site have been constructed in accordance with the drainage details received on 14 May 2018. The drainage measures shall thereafter be retained in accordance with the approved details.

Reason: To ensure that surface water will be managed in a sustainable manner. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS16 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Document Quality Design - Part 4 Sustainable Design Techniques (June 2006).”

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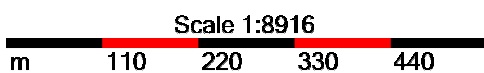
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|---------------------|------------------------|
| Organisation | West Berkshire Council |
| Department | |
| Comments | Not Set |
| Date | 10 May 2018 |
| SLA Number | 0100024151 |



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Agenda Item 4.(5)

| Item No | Application No. and Parish | 8/13 week date | Proposal, Location and Applicant |
|---------|-----------------------------------|--|---|
| (5) | 18/00415/FULD Purley-On-Thames | 19 th April 2018 (extension of time agreed to 25 th May 2018) | Demolition of existing bungalow and double car port, erection of replacement house with triple car port and storage. New roof and cladding to existing outbuilding. Home Farm, Purley Village, Purley On Thames, Reading, Berkshire Mr and Mrs Timothy Metcalfe |

To view the plans and drawings relating to this application click the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=18/00415/FULD>

Recommendation Summary: To **DELEGATE** to the Head of Development & Planning to **GRANT PLANNING PERMISSION** subject to the conditions set out in section 8.1 of this report.

Ward Members: Councillor Tim Metcalfe

Reason for Committee Determination: Planning application on behalf of a Ward Member and Member of the Eastern Area Planning Committee

Committee Site Visit: 16/05/2018

Contact Officer Details

Name: Simon Till
Job Title: Senior Planning Officer
Tel No: (01635) 519111
E-mail Address: simon.till@westberks.gov.uk

1. Relevant Site History

-Planning permission 136709: Extension to rear of bungalow for 2 bedrooms and shower room plus utility and W.C. 27 March 1990.

-Planning permission 144468: Extension to bungalow to provide new double garage- store rooms & office- and convert existing garages & office into 2 bedrooms. Approved 09 June 1994.

-Planning permission 02/00419/HOUSE: Conservatory. Approved 25 February 2002.

-Planning permission 16/02022/FULD: Demolition of existing bungalow and erection of replacement house, new roof and cladding to existing outbuilding. Approved 26 October 2018

2. Publicity of Application

Site Notice Expired: 27 March 2018

Neighbour Notification Expired: 22 March 2018

3. Consultations and Representations

3.1 Consultations

Parish (Purley-On-Thames) Support with request for condition requiring a line of trees adjacent to the new dwelling for screening purposes.

Highways No objections.

Environmental Health No objections

Thames Water No comments received by date of writing.

Waste Management No objections

SuDS No comments received by date of writing.

North Wessex Downs AONB No comments received by date of writing.

3.2 Representations

Total: 0 Object: 0 Support: 0

3.3 Community Infrastructure Levy

3.3.1 The proposed works would be liable for payment of the Community Infrastructure Levy. This has been provisionally calculated at a sum of £17,296.88 based on the

details provided in the PAAIR form accompanying the application, subject to confirmation of the floor area.

4 Planning Policy

4.1 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).

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);

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;
- CS1: Delivering New Homes and Retaining the Housing Stock;
- ADPP5: North Wessex Downs AONB;
- CS1: Delivering New Homes and Retaining the Housing Stock;
- CS13: Transport;
- CS14: Design Principles;
- CS19: Historic Environment and Landscape Character.

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;
- HSG1: The Identification of Settlements for Planning Purposes;
- ENV23: Replacement Dwellings in the Countryside

4.5 In addition, the following locally adopted West Berkshire Council policy documents are relevant to this application:

- Supplementary Planning Document, Quality Design (June 2006): Part 2, Residential Development
- The West Berkshire Planning Obligations Supplementary Planning Document (2014)
- The North Wessex Downs Area of outstanding Natural Beauty Management Plan 2015-2019
- The West Berkshire Supplementary Planning Guidance (04/3) on Replacement Dwellings and Extensions to Dwellings in the Countryside

4.6 The policies within the Housing Site Allocations Development Plan Document (DPD) attract full weight. The following policies are relevant to this application:

- C1: Location of New Housing in the Countryside;

- C3: Design of housing in the countryside;
- C7: Replacement of existing dwellings
- P1: Residential Parking for New Development

5. Description of Development

- 5.1 The application site is located outside of the settlement boundary, in land defined as countryside under Policy ADPP1 of the Core Strategy. The site consists of an existing bungalow of mid 20th Century character and appearance that has been extended over the course of several previous planning permissions. The site is surrounded by high hedges on all boundaries and also includes a swimming pool and pool house outbuilding. Close to the application site to the north is the existing complex of agricultural barns and sheds consisting Home Farm, while south west of the site, close to Purley Village are two 2 storey agricultural worker's dwellings.
- 5.2 The proposed works are for the demolition of the existing bungalow on the site and the erection of a two storey replacement dwelling on a similar footprint to the existing. The garage and store accommodation to the north of the existing dwelling would be retained via works to separate it from the main dwelling, make good the demolition works, clad the building in feather board and re-roof it.
- 5.3 Previous planning permission was granted by the Eastern Area Planning Committee for a two storey replacement dwelling on this site on 26 October 2016.

6. Consideration of the Proposal

6.1 ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

- 6.1.1 The application has been considered under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) and is not considered to be EIA development.

6.2 Appraisal

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

- Principle of development;
- Impact of the proposed works on the character and appearance of the North Wessex Downs Area of Outstanding Natural Beauty;
- Amenity of future occupants;
- Impact on highway safety;
- Flood risk

6.3 The principle of development

- 6.3.1 The application site is located outside of the defined settlement boundary, where new development is more strictly controlled and Policy ADPP1 of the Core Strategy states that it shall be focussed on addressing identified need and supporting a strong rural economy. Policy C7 of the Housing Site Allocations DPD states that there is a presumption in favour of the replacement of an existing dwelling in the countryside subject to certain provisions. It is noted that the principle of a

replacement dwelling of similar size and character has already been accepted on the site under previous permission 16/02022/FULD. In light of these considerations and the matters discussed below, the principle of development of a replacement dwelling on the site is considered acceptable in this case.

6.4 Design and impact of the proposed works on the character and appearance of the North Wessex Downs Area of Outstanding Natural Beauty

- 6.4.1 The site is situated within the North Wessex Downs Area of Outstanding Natural Beauty, which is considered to be an area of nationally significant landscape importance where the preservation of the character and appearance of the AONB is given a high level of importance in planning decision making. Due to the open character of fields surrounding the site it is highly visible in views from surrounding locations, in particular public right of way Purley 4/1 which runs to the east of the site along Mapledurham Drive, as well as from within Purley Village and the open agricultural land to the west. To the north, the site is substantially screened from views by existing vegetation and the complex of agricultural buildings to the north. At present the roof of the existing bungalow is visible above a thick, well maintained evergreen hedge that substantially screens the residential curtilage of the site and the lower parts of the bungalow from surrounding views.
- 6.4.2 The existing dwelling is a large, considerably extended bungalow. Nevertheless, despite its size and considerable footprint it is relatively low key in form, due in part to the substantial screening offered by the existing surrounding hedge, and in part to the low ridge height of approximately five metres and the simplicity of design. By contrast, the proposed replacement dwelling would be a more imposing building, with an overall ridge height of approximately 8.5 metres. Nevertheless your officer notes that the proposed building is a farmhouse situated amongst land consisting the farm, and large two storey dwellings are not uncommon in such circumstances.
- 6.4.3 In considering planning application 16/02022/FULD, Members of the Committee noted their support for the proposed design, and did not feel that, given the existing dwelling is a large and extended single storey property, the proposed two storey dwelling would be disproportionate in terms of scale to the existing. The replacement dwelling proposed under this application retains much of the design of that previously approved under permission 16/02022/FULD, including dormers set into long roof slopes and half hipped gables. However, it also incorporates subservient single storey elements to the side and rear elevation that serve to somewhat reduce the impact of built form, allowing these aspects of the dwelling to “step down” into the landscape in a manner your officer considers to be more sympathetic to surrounding views, and particularly those from the Public Right of Way along Mapledurham Drive to the east of the site. It is further noted that the proposed replacement dwelling would occupy a slightly smaller floor area than that of the previously approved dwelling, particularly in terms of its two storey elements, reducing the visual impact of this aspect of the built form. A timber framed design would assist the replacement dwelling in responding to the rural character of the surrounding landscape in the AONB.
- 6.4.4 The proposed works also include the retention and re-cladding of the existing linked office outbuilding to the north of the site that was previously approved under permission 16/02022/FULD, and a proposal for the erection of a car port/storage shed to the north east of the site to replace the car ports to be lost in demolition of

the link to the existing office. This car port building would be open-fronted with a closed element to the south for the shed. It would have a height of 5.8, a length of 12 metres and a depth of 6 metres, which is similar to that of the office building that is to be retained. While there are already two outbuildings on the site, all, including the proposed car port building, are very clearly related to the dwelling within the layout of the site, and the site has sufficient internal space so-as to retain a generous amenity space and not appear overdeveloped.

- 6.4.5 In light of the above considerations the proposed works are considered to be of an acceptable quality of design and level of impact on the character of the surrounding North Wessex Downs AONB in accordance with the requirements of Policies CS14 and CS19 of the Core Strategy.

6.5 Impact on highway safety

- 6.5.1 The proposed works are not considered to engender any additional impact on highway safety. Parking would be provided at a sufficient level to meet with the requirements of both existing and emerging policies.

6.6 Impact on neighbouring amenity and amenity of future occupants

- 6.6.1 The proposed dwelling would be well separated from any surrounding residential property, and as such is not considered to result in any undue impact on residential amenity. The proposed works would not alter the existing residential curtilage, and are considered to secure a good quality of amenity space for future occupants in accordance with the recommendations of the SPD.

6.7 Flood Risk

- 6.7.1 It is noted that the application site is located entirely within flood zone 3, an area considered to be at high risk of flooding. The application is accompanied by a flood risk assessment that demonstrates that the proposed replacement dwelling would be capable of achieving greater resilience than the existing dwelling. It is not considered necessary to apply any further conditions in respect of this matter.

6.8 Landscaping

- 6.8.1 It is noted that the site is surrounded by existing high hedging that serves to soften and confine the visual impact of the existing bungalow. It is considered that some additional trees to reinforce this landscaping, reducing the impact of the proposed two storey built form would contribute positively to assisting the works in complimenting their surroundings within the open landscape tapestry of agricultural fields surrounding the site. Therefore a condition is recommended in respect of securing a scheme of plants to be retained and additional tree planting for the site.

6.9 The presumption in favour of sustainable development

- 6.9.1 This application has been assessed in terms of the above matters and the principle roles of sustainable development identified in the NPPF, these being the economic role, social role and environmental role.

-In terms of the economic and social roles of sustainable development, the proposed works are considered to be neutral, neither contributing significantly to or detracting from the local economy or providing any social benefit beyond that to the applicants and their family;

-In terms of the environmental role of sustainable development the proposed works are considered to provide improvements to visual amenity by reducing the impact of the proposed dwelling on the character and appearance of the North Wessex Downs AONB by comparison to those previously approved.

6.9.2 In light of these considerations the proposed works are considered to meet with the definition of sustainable development that is set out in the NPPF.

7. Conclusion

7.1 The proposed works are considered to improve upon the design of the replacement dwelling approved under permission 16/02022/FULD, and are considered to be of an acceptable quality of design and level of impact on the surrounding open landscape in the AONB. Consequently your officer's recommendation is one of conditional approval.

8. Recommendation

To **DELEGATE** to the Head of Development & Planning to **GRANT PLANNING PERMISSION** subject to the conditions set out in Section 8.1.

8.1. Conditions

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Approved drawings

The development of the replacement dwelling hereby approved shall be carried out in accordance with the location plan and drawing numbers 201-04, 201-06, 201-05, 201-03, 201-02 registered on 22 February 2018.

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

3. Irrespective of any details given in the approved plans and application form no development of the approved replacement dwelling shall commence until a schedule and samples of materials to be used in the external surfaces of the replacement dwelling has been submitted and approved under a formal discharge of conditions application. Thereafter development of the replacement dwelling shall take place in accordance with the approved schedule.

Reason: In order to ensure that sufficient consideration is given to the impact of materials on visual amenity in the North Wessex Downs AONB in accordance with the NPPF (2012) and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

4. No demolition of the existing dwelling or development of the approved dwelling shall take place until a Construction Method Statement has been submitted and approved under a formal discharge of conditions application. The development shall be carried out in accordance with the approved Construction Method Statement. The Construction Method Statement shall provide for:
- (a) The parking of vehicles of site operatives and visitors
 - (b) Delivery, loading and unloading of plant and materials
 - (c) Storage of plant and materials used in constructing the development
 - (d) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing
 - (e) Wheel washing facilities
 - (f) Measures to control the emission of dust and dirt during construction
 - (g) A scheme for recycling/disposing of waste resulting from demolition and construction works

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).

5. No development of the approved dwelling shall take place until details of a scheme of landscaping to be implemented on the site have been submitted and approved under a formal discharge of conditions application. Such details shall ensure:
- (a) The identification of all trees to be retained;
 - (b) The use of native species of trees and shrubs;
 - (c) the full implementation of the scheme in the first planting season following completion of the development;
 - (d) Retention of all approved landscaping for a period of five years;
 - (e) Any trees or shrubs that become diseased, damaged or die shall be replaced with examples of the same species and a similar size within the following planting season.

Reason: In order to ensure that the development is provided with a comprehensive scheme of landscaping in order to soften its impact in surrounding views in accordance with the NPPF (2012) and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

6. No development (including site clearance and any other preparatory works) shall commence on site until a scheme for the protection of trees to be retained is submitted and approved under a formal discharge of conditions application. The scheme shall include a plan showing the location of the protective fencing, and shall specify the type of protective fencing. All such fencing shall be erected prior to any development works taking place and at least 2 working days notice shall be given to the Local Planning Authority that it has been erected. It shall be maintained and retained for the full duration of works or until such time as agreed in writing with the Local Planning Authority. No activities or storage of materials whatsoever shall take place within the protected areas without the prior written agreement of the Local Planning Authority.

Note: The protective fencing should be as specified at Chapter 6 and detailed in figure 2 of B.S.5837:2012.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the NPPF (2012) and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

7. Irrespective of any details given in the approved drawings no development of the approved replacement dwelling shall commence until full details of all means of enclosure have been submitted and approved under a formal discharge of conditions application. The replacement dwelling shall not be occupied until the means of enclosure have been erected in accordance with the approved scheme. The means of enclosure shall be retained in accordance with the approved scheme thereafter.

Reason: In order to safeguard visual amenity in the North Wessex Downs AONB in accordance with the NPPF (2012) and Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

8. The finished floor levels in the approved dwelling shall match those shown in the approved drawings.

Reason: In order to safeguard visual amenity in the North Wessex Downs AONB and to assist in flood resilience in accordance with the NPPF (2012) and Policies CS13, CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

9. Irrespective of the provisions of the Town and Country (General Permitted Development) Order 2015 or any subsequent version thereof, no extensions or alterations shall be made to the dwelling hereby approved, or alterations and extensions made to its roof, nor any outbuildings erected in its curtilage, without planning permission first having been granted in respect of a planning application made for this purpose.

Reason: In the interests of visual amenity in the North Wessex Downs AONB in accordance with Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

10. Irrespective of the provisions of the Town and Country (General Permitted Development) Order 2015 or any subsequent version thereof, the outbuilding and car port hereby approved shall be used only for purposes ancillary to the residential enjoyment of the main dwelling on the site. No trade or business shall take place from the outbuilding and car port and the outbuilding and car port shall not be sold, leased, rented or otherwise separately used or disposed of from the main dwelling. No separate curtilage shall be created. The car port shall be retained for the purpose of parking vehicles and shall not be used for other purposes.

Reason: In order to prevent the creation of a separate dwelling unit and to avoid pressure for additional outbuildings on a site in the North Wessex Downs AONB in the interests of visual amenity in accordance with Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

11. The hours of work for all contractors, site operatives and other persons employed in the development of the replacement dwelling hereby approved, for the duration of the site development, shall be limited to:

7.30 am to 6.00 p.m. on Mondays to Fridays 8.30 am to 1.00 p.m. on Saturdays and NO work shall be carried out on Sundays or Bank Holidays.

Reason: In the interests of the amenities of neighbouring occupiers in accordance with the NPPF (2012) and Policy CS14 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

12. No development of the dwelling hereby approved shall commence until a scheme for the treatment of all hard surfaces on the site has been submitted and approved under a discharge of conditions application. The dwelling shall not be occupied until the hard surfaces have been created in accordance with the approved scheme. The hard surfaces shall be retained in accordance with the approved scheme thereafter.

Reason: In the interests of visual amenity in the North Wessex Downs AONB in accordance with Policies CS14 and CS19 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012.

13. No development of the approved dwelling shall take place until a scheme of parking and turning has been submitted and approved under a discharge of conditions application made for this purpose. The dwelling shall not be occupied until the parking and turning has been surfaced and laid out in accordance with the approved details. The parking and turning shall be retained on the site for the parking of private motor cars in accordance with the approved details thereafter.

Reason: In order to ensure that sufficient parking and turning are provided on the site in the interests of highways safety in accordance with Policy TRANS 1 of the West Berkshire District Local Plan (1991-2006) Saved Policies 2007, Policy CS13 of the West Berkshire Local Plan Core Strategy (2006-2026) 2012 and emerging Policy P1 of the West Berkshire Draft Site Allocations Development Plan Document (2015).

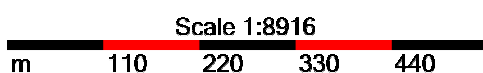


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Scale : 1:8916

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|---------------------|------------------------|
| Organisation | West Berkshire Council |
| Department | |
| Comments | Not Set |
| Date | 10 May 2018 |
| SLA Number | 0100024151 |

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Agenda Item 5.

APPEAL DECISIONS EASTERN AREA-COMMITTEE

| Parish and Application No Inspectorate's Ref | Location and Appellant | Proposal | Officer Recommendation | Decision |
|--|--|---|------------------------|----------------------|
| BUCKLEBURY 17/02535/HOUSE Pins Ref 3195662 | Autumn House, Byles Green, Upper Bucklebury Mr and Mrs Green | Garage roof extension. | Delegated Refusal | Dismissed 1.5.18 |
| BUCKLEBURY 17/02619/HOUSE Pins Ref 3195537 | Marlston Farm, Marlston, Hermitage Mr and Mrs Fleming | Single storey gable extension to the front facade with cat-slide ground floor extension to the west, east and south elevations with the associated removal of existing external stairway | Delegated Refusal | Allowed 1.5.18 |
| THATCHAM 17/02256/HOUSE Pins Ref 3192997 | 30 Acorn Drive, Thatcham Mr M Bellman | Retrospective decking area to rear of garden. | Delegated Refusal | Dismissed 1.5.18 |
| BRADFIELD 16/02922/OUTD Pins Ref 3166113 | Glenvale Nurseries Hungerford Lane Bradfield Southend Charlesgate Homes Limited | Outline application for the demolition of garden centre and replace with 4 x custom build dwellings - Matters to be considered: Access. | Delegated Refusal | Dismissed 2.5.18 |
| HOLYBROOK 17/01593/HOUSE Pins Ref 3185648 | 4 Ledbury Drive, Calcot Mr and Mrs Allinson | 2 Storey side extension | Delegated Refusal | Dismissed 8.5.18 |
| TIDMARSH 17/02012/FULD Pins Ref 3188785 | Green Gables Tidmarsh Lane Tidmarsh Mr S Holland | Erection of a replacement dwelling and 4no. dwellings and associated works; demolition of Class B buildings and extinguishment of lawful plant storage and distribution operations: removal of hard standing. | Refusal | Dismissed 8.5.18 |
| BURGHFIELD 17/02959/FUL Pins Ref 3193887 | 4 Moatlands Cottages Mill Road Burghfield Stuart Didcock | Change of use from vacant land to residential land and erection of a garage | Del Refusal | Dismissed 10.5.18 |

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