

To: Councillor Debs Absolom (Chair),
David Absolom, Ayub, Ballsdon, Barnett-
Ward, Brock, Gittings, Hopper, Khan,
Maskell, O'Connell, Page, Robinson,
Stanford Beale and J Williams

Our Ref: sept/agendas
Your Ref:

Direct: ☎ 0118 937 2432
e-mail:
peter.driver@reading.gov.uk

22 June 2018

Your contact is: Peter Driver - Committee Services

**NOTICE OF MEETING -STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE -
2 JULY 2018**

A meeting of the Strategic Environment, Planning and Transport Committee will be held on Monday 2 July 2018 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

AGENDA

	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF THE MEETING OF THE STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE HELD ON 19 MARCH and 25 MAY 2018		1 9
3. MINUTES OF THE MEETING OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE HELD ON 8 MARCH 2018		10
4. MINUTES OF OTHER BODIES		
(A) JOINT WASTE DISPOSAL BOARD: 27 APRIL 2018		17
(B) AWE LIAISON COMMITTEE: 6 DECEMBER 2017		23

CIVIC OFFICES EMERGENCY EVACUATION: If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble on the corner of Bridge Street and Fobney Street. You will be advised when it is safe to re-enter the building.

5.	PETITIONS Petitions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee’s Powers & Duties which have been received by Head of Legal & Democratic Services no later than four clear working days before the meeting.	-
6.	QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee’s Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.	-
7.	DECISION BOOK REFERENCES To consider any requests received by the Monitoring Officer pursuant to Standing Order 42, for consideration of matters falling within the Committee’s Powers & Duties which have been the subject of Decision Book reports.	-
8.	DRAFT ST PETER’S CONSERVATION AREA APPRAISAL A report seeking the Committee’s approval to undertake community involvement on the draft St Peter’s Conservation Area Appraisal between July and October 2018.	BOROUGHWIDE 32
9.	ADOPTION OF THE Re3 STRATEGY 2018-2020 AND THE WASTE ACTION PLAN FOR READING A report to introduce and seek adoption of the re3 Strategy 2018-2020, as endorsed and recommended by the Joint Waste Disposal Board, comprising Bracknell Forest Borough Council, Reading Borough Council and Wokingham Borough Council.	BOROUGHWIDE 97
10.	CENTRAL AND EASTERN BERKSHIRE JOINT MINERALS AND WASTE PLAN A report seeking approval for the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan and associated supporting documents.	BOROUGHWIDE 132
11.	DRAFT HOSIER STREET AREA DEVELOPMENT FRAMEWORK A report seeking approval of the draft development framework for the Hosier Street Area.	BOROUGHWIDE 310

12.	ELECTRIC VEHICLE CHARGING PROJECT	BOROUGHWIDE	365
	A report advising the Committee of the outcome of a successful bid to the Department of Environment, Farming & Rural Affairs and the details of a project to encourage the uptake of Electric Vehicles and pilot new electric charging infrastructure in areas of the Borough with no off-street parking.		
13.	EMPLOYMENT AND SKILLS PLANS - ANNUAL PROGRESS REPORT	BOROUGHWIDE	371
	A report updating the Committee on progress with the implementation of planning policies concerned with promoting Employment and Skills Plans		
14.	HIGHWAY MAINTENANCE - POTHOLE REPAIR PLAN 2018/2019	BOROUGHWIDE	385
	A report on plans for use of the funding allocations from the Pothole Action Fund and Pothole Action and Flood Resilience Fund announced by the Government and seeking spend authority to implement the plans.		
15.	APPOINTMENT OF DIRECTOR: READING TRANSPORT LTD.	BOROUGHWIDE	390
	A report asking the Committee the Committee, acting as shareholder of Reading Transport Limited (RTL), to appoint a director to the RTL Board.		

The following motion will be moved by the Chair:

“That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act”

16.	CONTRACTUAL MATTER	BOROUGHWIDE	393
-----	--------------------	-------------	-----

WEBCASTING NOTICE

Please note that this meeting may be filmed for live or subsequent broadcast via the Council's website. At the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during a webcast will be retained in accordance with the Council's published policy.

Members of the public seated in the public gallery will not ordinarily be filmed by the automated camera system. However, please be aware that by moving forward of the pillar, or in the unlikely event of a technical malfunction or other unforeseen circumstances, your image may be captured. Therefore, by entering the meeting room, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

Members of the public who participate in the meeting will be filmed, unless they have given prior notice that they do not consent to this.

Please speak to a member of staff if you have any queries or concerns.

**STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
19 MARCH 2018**

Present: Councillors D Absolom (Chair), Brock, Chrisp, Gittings, Hopper, Khan, Maskell, McDonald, McGonigle and Page.

Apologies: Councillors Ayub, Duveen and Vickers.

23. MINUTES

The Minutes of the meeting held on 22 November 2017 were confirmed as a correct record and signed by the Chair.

24. MINUTES OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE

The Minutes of the meeting of Traffic Management Sub-Committee held on 11 January 2018 were received.

25. MINUTES OF OTHER BODIES

The Minutes of the meetings of the Joint Waste Disposal Board of 13 October 2017 and 26 January 2018 were submitted.

Resolved - That the Minutes be noted.

26. QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC

Questions on the following matters were asked in accordance with Standing Order 36.

Questioner	Subject
Wayne Rockell	Homes of Multiple Occupancy - Parking Spaces
Enrico Petrucco	Low Emission Zone Scheme
John Malleney	East Reading MRT - impact on pollution and air quality
John Mallaney	East Reading MRT - impact on traffic congestion

(The full text of the questions and replies was made available on the Reading Borough Council website).

27. PRESENTATION: READING PATHWAY TO ZERO CARBON 2050

The Committee received a presentation from Ben Burfoot, Sustainability Manager, explaining how Reading Borough Council could achieve the target of zero carbon by 2050. Reading Borough Council was one of one hundred UK towns and cities that had signed up to achieving this ambitious target, in order to meet the aspirations of the Paris Climate Accord.. The presentation outlined methods for reducing demand for different types of energy and increasing the supply and storage of clean renewable energy, in order to close the gap between them. Mr Burfoot responded to questions from the Committee.

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
19 MARCH 2018

A copy of the presentation slides was made available on the Reading Borough Council website.

Resolved - That the presentation be noted.

28. READING'S CLIMATE CHANGE STRATEGY 2013-2020; PERFORMANCE REPORT 2017/18

The Director of Environment and Neighbourhood Services submitted a report setting out the progress made to date on the delivery of Reading's Climate Change Strategy, the progress against the Borough emissions target and also setting out the scale of the challenge to become 100% clean energy by 2050.

The report explained that the latest government data available showed that Reading had met its 2020 emissions target 5 years early, having reduced its carbon dioxide emissions by 38% since 2005. This was the 17th highest performance out of 418 UK local authorities. The latest Climate Change Strategy monitoring report showed that 74% of actions currently had a 'green or amber' delivery status, with 11% 'red' (and 15% 'purple' - for possible future consideration).

The following documents were attached to the report as appendices:

Appendix A: Reading Climate Change Strategy 2013-2020, Action Plan performance monitoring as at Winter 2017/18.

Appendix B: Reading Climate Change Strategy review - key changes to strategic priorities.

In noting the progress made to date, the Committee acknowledged the contributions made by the organisations and individuals participating in the local Climate Change Partnership.

Resolved -

- (1) That the progress that had been made in the delivery of the Reading Climate Change Strategy 'Reading Means Business on Climate Change', and the local carbon dioxide emissions reductions, be noted;
- (2) That the Committee continued to support the Climate Change Partnership in the delivery of the Reading Climate Change Strategy actions insofar as they were attributed to the Council.

29. AIR QUALITY

The Committee had received a report at its previous meeting on 22 November 2017 which had outlined the Government's proposals for reducing Nitrogen Dioxide and an overview of the Clean Growth Plan. (Minute 17 refers). At that Committee, Reading Friends of the Earth had presented a petition signed by over 400 residents calling for further action from the Council to tackle air quality (Minute 12 refers). The Director of Environment and Neighbourhood Services submitted a report providing a detailed response to the Reading Friends of the Earth petition and further update on air

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
19 MARCH 2018

quality matters following a successful court challenge to the Government's approach to tackling nitrogen dioxide levels.

The report explained that the Government had published its latest plan to tackle Nitrogen Dioxide (NO₂) in July 2017. Client Earth, an environmental lobbying group, had challenged the plan on the basis that it did not require all local authority areas with identified exceedances to formally submit plans to the Government stating how they would manage air quality within their area and bring about reductions in Nitrogen Dioxide in the shortest possible time. Client Earth had won their latest challenge on 21 February 2018. Subsequently, the Government had requested that thirty three local authority areas including Reading attend a meeting at Westminster to discuss how they would respond. At the meeting the Government had confirmed that they would be taking a more formal approach with this group of 'marginal' local authorities, including Reading Borough Council. Reading had been previously modelled out of the requirement to prepare an action plan given the Government's data confirmed that the town would meet legal requirements by 2020. The Committee noted that the modelling indicated that Reading met the legal requirement by 1µg/m³. This was a marginal 'pass', which without continued action under the Air Quality Action Plan, could still result in the Council having to take action.

The report explained that the Government had asked Reading to consider all options to identify any additional measures that could bring forward compliance with NO₂ limits in the specific roads identified as soon as possible. They had confirmed that funding would be made available to help the development of these local feasibility studies, as well as funding to support measures identified that would bring forward compliance. The Government had given the end of June 2018 as a submission date for feasibility studies.

Resolved -

- (1) That the response to the Friends of the Earth petition be noted;
- (2) That the requirement to submit a feasibility study to the Government by the end of June 2018 be noted and that, given the limited time to submit information the study be approved by the Head of Planning, Development and Regulatory Services in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and the Chair of the SEPT Committee;
- (3) That the feasibility study submitted to the Government be noted and that any funding arising would inform a refresh of the current Air Quality Action Plan alongside changes currently being developed/delivered to the Local Plan, Local Transport Plan and the Joint Strategic Needs Assessment.

30. HEATHROW EXPANSION AND AIRSPACE PRINCIPLES CONSULTATION - COUNCIL RESPONSE

The Director of Environment and Neighbourhood Services submitted a report summarising the current consultation being undertaken by Heathrow Airport regarding the emerging proposals and options for expanding the airport, and providing a draft Council response to the consultation.

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
19 MARCH 2018

The report explained that in October 2016 the Government had announced that a northwest runway at Heathrow Airport was its preferred scheme for the expansion of airport capacity in the South East. The Government had then published the draft Airports National Policy Statement (NPS) in February 2017, setting out the draft policy for expansion at Heathrow. A consultation on the draft Airports NPS had been undertaken by Government in February 2017, with further consultation between October and December 2017 to allow updated evidence to be considered. The draft NPS was currently being scrutinised by the Transport Select Committee and it was anticipated that there would be a vote in the House of Commons in 2018 on whether the draft NPS was formally adopted as Government policy.

The report stated that expansion of Heathrow was classified as a nationally significant infrastructure project for the purposes of the Planning Act 2008. Therefore Heathrow was currently preparing an application to the Secretary of State for Transport for a Development Consent Order (DCO). In addition, changes to airspace would be considered by the Civil Aviation Authority (CAA) through an Airspace Change Process which would decide whether the change could be made based on a range of requirements. Subject to this approval process, it was anticipated that a new northwest runway at Heathrow could be open in late 2025/2026.

The report advised that the Council's position on Heathrow expansion was set out in the Council Motion adopted in January 2014 (Minute 47 refers). This had recognised the economic and employment benefits to Reading of Heathrow, accepted the importance of retaining the world's busiest hub airport in its current location, and accepted the need identified by Government for some expansion of airport capacity in the South East. However, the Motion had included caveats for expansion including the need for significant enhancement to sustainable surface access to the airport and the requirement for environmental concerns of local residents to be fully addressed.

The proposed response to the consultation was attached to the report as Appendix A.

Resolved -

- (1) That the contents of the report be noted;
- (2) That the draft response from the Council attached to the report as Appendix A be approved.

31. ALLOCATION OF S106 FUNDING FOR TRANSPORT SCHEMES 2018/2020

The Director of Environment and Neighbourhood Services submitted a report requesting spend approval for new Transport capital projects starting in 2018 to the value of £8,887,840.61. The report anticipated that the majority of these schemes would be solely funded from Section 106 receipts but that some would require additional external funding from the Local Enterprise Partnership (LEP), which had already been secured.

A summary of the S106 contributions and the capital projects they were to fund was outlined in Appendix 1 to the report. The report explained that these improvements would contribute to the delivery of the current Corporate Plan 2016-19 and any future Corporate Plan by implementing a programme of Transport and Highway Improvements across the Borough. This programme contributed to several corporate

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
19 MARCH 2018

priorities (section 4 of the current Corporate Plan) and would enhance Reading as a place and improve the quality of life for residents and visitors.

The report stated that the £8,887m referred to in the report used all available Section 106 funds received by Winter 2017 and was an update on the figures detailed within the Council's Capital Programme which had been approved by Policy Committee on 19 February 2018 (Minute 75 refers).

Resolved -

- (1) That scheme and spending approval be given for the Capital Projects outlined in Appendix 1;
- (2) That the Director of Environment and Neighbourhood Services in consultation with the relevant Lead Councillor for Strategic Environment, Planning and Transport and Head of Finance, be given delegated authority to finalise details of individual schemes and programmes within the overall approval given.

32. LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2018/19

The Director of Environment and Neighbourhood Services submitted a report presenting the Local Transport Plan Implementation Plan for 2018/2019 and future years.

The report explained that the Local Transport Plan (LTP) was a statutory document setting out the Council's transport strategy and policy. The Council's third Local Transport Plan (LTP3) for the period 2011-26 had been adopted by the Council on 29 March 2011. The adopted Plan included a 15-year Strategy Document and a Committee Report that stood as the first in a series of annual Implementation Plans incorporating a rolling 3-year programme.

The report stated that the LTP Implementation Plan showed the Council's 3-year rolling delivery programme, covering the period 2018/19 to 2020/21, and delivery highlights from 2017/18. The report also incorporated progress against delivering the Cycling Strategy 2014 '*Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling*' that had previously been reported separately.

The following appendices were attached to the report:

Appendix A - LTP3 Programme 2018/19 - 2020/21 (subject to change dependent upon funding availability)

Appendix B - Delivery Highlights 2017-2018

Appendix C - Performance outputs 2017.

Resolved -

- (1) That the LTP programme for the 2018/19, as outlined in Appendix A, be approved;

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
19 MARCH 2018

- (2) That the proposals for subsequent years, as listed in Appendix A, be noted and that approval of any forward planning before the next Implementation Plan be delegated to the Head of Transportation & Streetcare in conjunction with the Lead Member for Strategic Environment, Planning & Transport;
- (3) That the progress made in delivering the LTP3 programme be noted.

33. TRAFFIC SIGNALS MAINTENANCE CONTRACT JOINT ARRANGEMENT & DELEGATED CONTRACT AWARD AUTHORITY

The Director of Environment and Neighbourhood Services submitted a report informing the Committee of the ongoing procurement process for a county wide Traffic Signals Maintenance Contract to be implemented in Summer/Autumn 2018; and seeking delegated authority to enter into an initial Joint Arrangement between the Berkshire Contracting Authorities, and following a competitive procurement process, delegated authority to enter into a contract with the most economically advantageous tenderer in accordance with the Public Contracts Regulations 2015.

The report explained that the Council, under a joint arrangement with the Berkshire local authorities, currently had a Traffic Signals Maintenance Contract which enabled the delivery of services required to maintain and enhance the operation of its traffic signals including:

- Routine inspections and electrical testing
- First line maintenance response to any faults or damage
- To provide the mechanism to facilitate the implementation of chargeable works
- To provide a fault logging and inventory control system
- Provide safe working practises and traffic management
- To provide a full service for the designs, supply and install of new traffic signal sites

The report explained that the current contract with Siemens had now expired and in order to enable the Council to continue to maintain the current Intelligent Transport Systems (ITS) equipment there was a need to procure a new contract. The report described the proposed arrangements for a joint working arrangement with participating Berkshire Authorities, with Reading in the role of lead authority.

Resolved -

- (1) That the Director of Environment and Neighbourhood Services be granted delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance, to enter into a Joint Arrangement between the participating Berkshire Contracting Authorities for the provision of a joint Traffic Signals Maintenance Contract;
- (2) That the recommended procurement route and process, as described within the report, be noted;

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
19 MARCH 2018

- (3) That the Director of Environment and Neighbourhood Services be granted delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance, to enter into a Contract with the most economically advantageous tenderer.

34. HIGHWAY MAINTENANCE UPDATE 2017/2018 AND PROPOSED PROGRAMME 2018/2019

The Director of Environment and Neighbourhood Services submitted a report updating the Committee on the 2017-2018 Highway Maintenance programme and informing the Committee of the £ 1.361 Million Highway Maintenance 2018/2019 Award from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.

Appendix 1 to the report also outlined the proposed Highway Maintenance 2018/2019 works programme and spend allocation.

Resolved -

- (1) That the Highways Maintenance Update 2017/2018 be noted;
- (2) That the £1.361 Million Highway Maintenance Award for 2018/2019 from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement be accepted;
- (3) That approval be given for the proposed Highway Maintenance Programme 2018/2019 and the proposed spend allocation, as set out in paragraph 4.9 of the report;
- (4) That the Head of Transportation & Streetcare be granted delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance, to enter into the variety of contracts required to undertake the highways maintenance works as described in the report.

35. HIGHWAY ASSET MANAGEMENT & HIGHWAY MAINTENANCE CODE OF PRACTICE

The Director of Environment and Neighbourhood Services submitted a report on progress with the implementation of Highway Asset Management systems and the adoption of and response to 'Well Managed Highway Infrastructure: A Code of Practice', which had been released by the UK Roads Liaison Group in October 2016. The report also explained the definition of highway defects and how they were managed.

The report explained that the code of Practice contained thirty six recommendations for the implementation of Highway Asset Management. Local Authorities had been given until October 2018 to adopt the new Code of Practice. Although it was not specified what would happen should the recommendations in the Code of Practice not be fully adopted within this timescale the previous codes of practice would cease to be recognised and court rulings would therefore be based on the new code.

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
19 MARCH 2018

The report explained the progress which had been made on delivering the Council's Highway Asset Management Policy since it had been published in May 2017 following approval from the Committee on 4 April 2017 (Minute 32 refers). The policy had included the establishment of a Highway Asset Management (HAM) Board, comprising officers and councillors. The HAM Board had met to consider the recommendations of the Code of Practice and recommended that priority be given to addressing recommendations on:

- Consistency with other local authorities
- Risk-based approach
- Competencies and training

The report explained that while these three recommendations would be prioritised, work would also continue on addressing the other recommendations, where possible.

The report also provided clarification on the definition of a highway defect.

Resolved -

- (1) That the Highway Asset Management Annual Review 2017/18 be noted;
- (2) That the review and progress made on the Well Managed Highway Infrastructure: A Code of Practice, in advance of the October 2018 deadline, be noted;
- (3) That the approach to responding to Well Managed Highway Infrastructure: A Code of Practice, as detailed in paragraph 5.8 to 5.17 of the report, be approved;
- (4) That the clarification of the definition of a highway defect, as set out in section 6 of the report, be approved.

36. MAJOR TRANSPORT AND HIGHWAY PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Committee on the current major transport projects in Reading, namely:

- Reading Station - Cow Lane Bridges - Highway Works
- Thames Valley Berkshire Growth Deal Schemes - Southern Reading Mass Rapid Transit, Green Park Station, TVP Park and Ride and East Reading Mass Rapid Transit, and National Cycle Network Route 422
- Unfunded schemes - Reading West Station upgrade and Third Thames Bridge

Resolved - That the report be noted.

(The meeting started at 6.30pm and closed at 8.15pm).

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE MINUTES
23 MAY 2018

Present: Councillor Debs Absolom (Chair);
Councillors David Absolom, Ayub, Ballsdon, Barnett-Ward, Brock, Gittings, Hopper, Khan, Maskell, O'Connell, Page, Robinson and Stanford-Beale.

Apologies: Councillor J Williams

1. ESTABLISHMENT, MEMBERSHIP AND TERMS OF REFERENCE OF TRAFFIC MANAGEMENT SUB-COMMITTEE

Resolved -

- (1) That, under the provisions of Sections 101 and 102 of the Local Government Act 1972, a Traffic Management Sub-Committee be established for the Municipal Year 2018/19 and the following Councillors be appointed to serve on the Sub-Committee:

Traffic Management Sub-Committee (8:3:1)

<u>Labour Councillors</u>	<u>Conservative Councillors</u>	<u>Green Councillor</u>
Debs Absolom	Hopper	McGonigle
Ayub	R Singh	
Barnett-Ward	Stanford-Beale	
Ennis		
Hacker		
Jones		
Page		
Terry		

- (2) That the following Councillors be appointed as Chair/Vice-Chair of the Traffic Management Sub-Committee for the Municipal Year 2018/19:

<u>Chair</u>	<u>Vice-Chair</u>
Councillor Ayub	Councillor Debs Absolom

- (3) That the Terms of Reference of the Sub-Committee be as set out in Appendix A to the Monitoring Officer's report to Council of 23 May 2018 on the Constitution, Powers and Duties of the Council and Committees etc.

Present: Councillor Debs Absolom (Chair).
Councillors Ayub, Ballsdon, Davies, Duveen, Jones, Page, Terry, and White.

Apologies: Councillors Hacker and Hopper.

70. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

Presentation - Hour Bike

The Sub-Committee received a presentation from Tim Caswell, owner and Managing Director of HourBike, on the operation of the ReadyBike cycle hire scheme. Mr Caswell responded to questions from the public and from the Sub-Committee.

A copy of the presentation slides was made available on the Reading Borough Council website.

Resolved - That the presentation be noted.

71. MINUTES

The Minutes of the meeting of 11 January 2018 were confirmed as a correct record and signed by the Chair.

72. QUESTIONS FROM COUNCILLORS

Questions on the following matters were submitted, and answered by the Chair:

Questioner	Subject
Councillor White	Improving Crescent Road Safety
Councillor White	Tackling Air Pollution
Councillor White	Pay & Display parking at Leisure Centres

(The full text of the questions and replies was made available on the Reading Borough Council website).

73. WAITING RESTRICTIONS REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2017 (B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2018 (A)

Further to Minute 59 of the meeting held on 11 January 2018, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections received in respect of the traffic regulation order, which had recently been advertised as part of the waiting restriction review programme 2017B. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough.

The report also presented the forthcoming list of requests for waiting restrictions within the Borough that had been raised by members of the public, community organisations and Councillors, since September 2017.

To recommend that the list of issues raised for the bi-annual review was fully investigated and Ward Councillors were informed of the results of these investigations and the Officer recommendations, a further report would be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the recommended schemes.

The following appendices were considered:

Appendix 1 - a summary of letters of support and objections received to the 2017B proposals. This had been circulated separately from the Agenda, following the end of statutory consultation on 1 March 2018.

Appendix 2 - Requests for the waiting restrictions review programme 2018A.

Resolved -

- (1) That the report be noted;
- (2) That, having considered the objections noted in Appendix 1, the 2017B waiting restriction proposals be progressed as indicated in the report, except that the Denbeigh Place proposal be adjusted to include only the double-yellow lines at the central junction.
- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (5) That the 2018A requests made for waiting restrictions as shown in Appendix 2 be noted and, subject to the removal of Hemdean Road and Cumberland Road from the list, officers investigate each remaining request and share their recommendations with Ward Councillors;
- (6) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the recommended schemes for the 2018A programme.

75. RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS & RESULTS OF FORMAL CONSULTATIONS

The Director of Environment and Neighbourhood Services submitted the first of the twice-annual reports for 2018 providing the Sub-Committee with an update on the progress of previously-prioritised Resident Permit Parking (RPP) proposals across the Borough. The report invited the Sub-Committee to consider and prioritise new and outstanding proposals.

The report explained that officers had completed informal consultations for the Lower Caversham area, Harrow Court and East Reading Study area and the outcome of these consultations was set out in the report.

The following appendices were attached to the report:

Appendix 1 - provided a list of requests for Resident Permit Parking across the Borough that were yet to be investigated, or had received previous approval by the Sub-Committee for progression.

Appendix 2 - provided the results of the area informal consultations.

Resolved -

- (1) That the report be noted;
- (2) That officers revisit the list in Appendix 1 of the report to consider how requests could be organised into separate wider area schemes for informal consultation, and report back to the Sub-Committee;
- (3) That it be noted that following the results of informal consultation, officers will prepare design proposals in respect of Lower Caversham, Harrow Court and East Reading Study Area as set in Appendix 2 to the report, for initial consideration by the Lead Councillor for Strategic Environment, Planning and Transport, the Chair of the Traffic Management Sub-Committee and respective Ward Councillors.

76. RESULTS OF STATUTORY CONSULTATIONS - BUS LANES AND ON-STREET PAY & DISPLAY

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of comments and objections that had been received in respect of the Traffic Regulation Orders, which had recently been advertised following reports to the Sub-Committee in January 2018 regarding on-street Pay & Display and Bus Lane restrictions (Minutes 60 and 64 refer).

The report explained that at its meeting on 11 January 2018, the Sub-Committee had been asked to support the undertaking of statutory consultations for the South Reading MRT bus lanes, the Beresford Road and Garrard Street bus gates and the use of an experimental Traffic Regulation Order to implement the Kings Road inbound bus lane restriction, as well as undertaking of the statutory notice procedures necessary for the implementation of a new controlled pedestrian crossing on London Street.

The report explained that Statutory consultations had been conducted for the Beresford Road and Garrard Street proposals. Statutory consultations had also been conducted for the South Reading MRT bus lane proposals, although the consultation for the section on Bridge Street was yet to be conducted. Any comments or objections to these proposals would be submitted to a future meeting.

The following appendices had been circulated separately from the report, following the end of statutory consultation on 1 March 2018:

Appendix 1 summarised the comments and objections that had been received during the consultation period for the proposals to place new/amend existing bus lane restrictions for the South Reading MRT scheme, at Garrard Street and Beresford Road.

Appendix 2 summarised the comments and objections that had been received during the consultation period for the proposals to expand on-street Pay & Display restrictions.

Appendix 3 summarised the comments and objections that had been received during the consultation period for the proposals to extend the hours of operation for existing on-street Pay & Display restrictions in the Town Centre.

The Sub-Committee noted that the bus lane proposal on London Street involved no loss of capacity for south-bound traffic as it simply involved removing the central road-hatchings to make better use of the road-space.

Resolved -

- (1) That the report be noted;
- (2) That, having considered the comments and objections noted in Appendices 1, 2 and 3, the proposals for Bus Lanes and On-street Pay & Display be implemented as outlined in the report;
- (3) That Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee, following publication of the meeting minutes.

77. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Members of the Borough Council. These were measures that had either been previously reported, or those that would not typically be addressed in other programmes, where funding was yet to be identified.

Appendix 1 of the report provided a list of schemes and proposals together with officer comments.

Resolved -

- (1) That the report be noted;
- (2) That the schemes set out in Appendix 1, attached to the report, be supported for further officer investigation subject to the request relating to Stone Street being removed from the list and the request relating to Morpeth Close being brought into the wider area review of the Hexham Road estate.

78. WEST READING AREA STUDY

Further to Minute 30 of the Sub Committee meeting held on 13 September 2017, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of progress with the West Reading Transport Study.

The report explained that the West Reading Transport Study had been established in June 2015, with the purpose of identifying, defining and prioritising transport schemes within

Southcote and the western section of Coley Park. The overriding objective of the study was to take a balanced approach to enhancing the local area and connecting links, through measures that improved accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.

The following Appendices were attached to the report:

- Appendix 1 - Study area list of proposals
- Appendix 2 - Southcote area, indicative drawing of walking improvements
- Appendix 3 - Coley area, indicative drawing of walking improvements
- Appendix 4 - Southcote area, indicative drawing of 20mph and traffic calming
- Appendix 5 - Coley area, indicative drawing of 20mph and traffic calming

Resolved -

- (1) That the report be noted;
- (2) That officers continue with delivery of the West Reading Study as detailed in the report, subject to removing the Wensley Road one-way proposal as previously advertised to allow officers to explore any alternative options for future consideration;
- (3) That officers serve notice for the pedestrian crossings in accordance with the road Traffic Regulations Act 1984 (s23).

79. OXFORD ROAD CORRIDOR STUDY

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of progress with the Oxford Road Corridor Study.

The report explained that the Oxford Road corridor study had been established with the purpose of identifying, defining and prioritising transport schemes following the opening up of Cow Lane to full height vehicles. The overriding objective of the study was to take a balanced approach to enhancing the local area and connecting links, through measures that would improve accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.

The report explained that drawings associated with the study were available on the Council's website.

Drawings 1, 2 and 3 showed the Cow Lane layout on completion of the current works.

Drawing 4 showed a proposed westbound bus lane between Grovelands Road the Norcot Road roundabout. This bus lane required re-advertising as it has been in excess of two-years since the previous statutory consultation took place.

Drawings 5, 6 and 7 showed proposals to promote the Oxford Road corridor as a good cycling route.

Drawings 8 and 9 showed proposals for changes to improve bus and cycle facilities between Prospect Street and Eton Place.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to undertake statutory consultation to re-advertise the bus lanes on Oxford Road and as detailed within this report (incorporating revision of the bus lanes between Eton Place and Prospect Street), in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996
- (3) That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders.
- (4) That any objection(s) received, following the statutory advertisement, be submitted to a future meeting of the Sub-Committee.
- (5) That no public inquiry be held into the proposals

80. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely:

Cow Lane Bridges - Highway Works

South Reading Mass rapid Transit

Green Park Station

TVP Park & Ride and East Reading Mass Rapid Transit

National Cycle Network Route 422

And the following unfunded schemes:

Reading West Station

Third Thames Bridge

Scheme drawings for the National Cycle Network Route 422 were attached to the report as an Appendix.

Resolved - That the report be noted.

81. CYCLE FORUM NOTES

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee on the discussions and actions from the Cycle Forum held on 27 February 2018.

Resolved - That the notes from the Cycle Forum held on 27 February 2018 be received.

82. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Items 20 and 21 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 4 of Part 1 of Schedule 12A of that Act.

83. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of nine applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That applications 5 and 8 be approved subject to the necessary documentation and conditions being met, as set out in the report, the permits are discretionary, personal to the applicant and charged at the first permit fee;
- (2) That application 7 be deferred and officers advise the applicant regarding an application for a Blue badge;
- (3) That application 9 be refused;
- (4) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1, 2, 3, 4, and 6 be upheld.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 8.00 pm).

JOINT WASTE DISPOSAL BOARD
27 APRIL 2018
(11.06 am - 12.52 pm)

Present: Bracknell Forest Borough Council
Councillor Mrs Dorothy Hayes MBE
Councillor Iain McCracken

Reading Borough Council
Councillor Tony Page
Councillor Liz Terry

Wokingham District Council
Councillor Julian McGhee-Sumner
Councillor Norman Jorgensen

Officers Pete Baveystock, Wokingham Borough Council
 Alison Bell, Reading Borough Council
 Grace Bradbrook, Re3 Principal Finance Officer
 Monika Bulmer, re3 Marketing and Communications Officer
 Oliver Burt, re3 Strategic Waste Manager
 Steve Loudoun, Bracknell Forest Council

33. Declarations of Interest

There were no declarations of interest.

34. Minutes of the Meeting of the Joint Waste Disposal Board

RESOLVED that the minutes of the meeting of the Board held on the 26 January 2018 be approved as a correct record and signed by the Chairman.

Arising on the minutes, the Board noted that:

- Work was being undertaken to publicise the Green Machine Community Interest Company. A leaflet will be produced and the re3 website would be updated to include move content on the waste related activities of Green Machine. The leaflets would be handed out by the meet and greet staff at each re3 site. The leaflet would also include details about the continuing work with Sue Ryder.

35. Urgent Items of Business

There were no urgent items of business.

36. Progress report

The Board received a report briefing them on the progress in the delivery of the re3 Joint waste PFI Contract. The report covered:

- General Data Protection Regulations (GDPR)
- Re3GROW Compost
- Marketing and Communications Review

The Board was advised that:

- The form of words for GDPR which had been proposed by Wokingham Borough Council had been shared with colleagues in Bracknell Forest, Reading and FCC. Due to the work load of the three councils legal teams, it had been advised that re3s legal advisors be engaged to support the councils in ensuring that the re3 PFI contract was amended to support compliance with GDPR. It was expected that the wording wouldn't change a great deal, if at all. This was a good example of the three councils working together.
- The Data Privacy Notice had been reviewed and amended accordingly. This had been circulated with data protection colleagues in each of the three councils and would also be circulated with Board Members.
- GDPR would be launched on the 25 May 2018, Oliver Burt was unsure if the full contract would be amended by then, however the processes in place were compliant.
- The bags or re3Grow compost had arrived, these would be sold by the meet and greet teams at the re3 sites. The meet and greet team had been briefed and a FAQ had been produced which would be shared with the Board Members. The cost of a bag would be £3.50 which would cover the full cost with no loss or profit being made. A multi bag offer may be put in place, but this wouldn't undercut the market.
- The selling of the compost bags would be announced by press release after the local elections on the 4 May, which would be prior to the May Bank Holiday weekend. There would also be signage at both Longshot Lane and Smallmead and a full social media campaign.
- The compost bags would be paid for at the entrance of both sites and then collected when the purchaser had emptied their recycling they would collect the bags on exit at Smallmead and near the bag splitting area at Longshot.
- Concerns were raised about Longshot as this was a smaller and tighter site. There had been recent issues with customers waiting on the ramp as they couldn't see if there was free spaces. This had been brought up with the contractor who was looking to resolve the issue.
- If the compost bags were a success Members suggested that they plan ahead for next year and market them to local supermarkets to sell and look into the possibility of them being sold at other council owned outlets, such as allotments.
- As the bags were composted in Sutton Courtney, there was a disclaimer on the bags to say that it wasn't only made up of re3 garden waste.
- Recycling of Pots, Tubs, Trays and Cartons had been launched in February and a pack consisting of two leaflets and a letter had been sent to all residents. The communications had been well received and feedback had been positive. There had also been a successful social media campaign.
- The arrangements for recycling re3 plastics within the UK had been extended from 6 to 12 months.

- The introduction of the new recycling materials had been a great example of the JWDB working well together.
- It was noted that Wokingham residents could request additional recycling boxes. These did not have lids. There was an issue with paper and card getting wet which was currently being looked into. A large number of additional boxes had been issued in January and February and people were being encouraged to put paper and cardboard in their bottom box. The re3 Marketing and Communications Officer would work with Wokingham to help with their coms.
- It was expected that detailed data including the new recycling materials would be issued in May which would be shared with officers and brought to the Board in July.
- Data regarding individual councils contaminated recycling amounts was included within the reports.
- The re3 communication activities for 2018 had been reviewed and planned following meetings with the respective waste collection teams at the re3 councils. In the course of delivering the activities for 2018, the re3 Marketing and Communications Officer would work closely with the respective waste collection teams, including scheduling work alongside them in the respective offices.
- Caroline Pragnell from College Town Junior School had attended Bracknell Forests Full Council and gave an excellent presentation on the work she had been doing in the school. It was suggested that perhaps Caroline could help put a pack together for schools which could be used across the three boroughs.
- To date 50 groups had registered for the glass bottle campaign. The re3 Marketing and Communications Officer had attending a school assembly where the campaign was launched and promoted.
- A completion was in place to suggest names for the new glass recycling trucks, this had national website and radio coverage.
- It was requested that coms be considered for those people who don't drive or live near a recycling centres.
- Two amendments had been made to the Marketing and Communication Plan 2018.
- The coms for food waste minimisation was already under way.

RESOLVED that:

- i. Members noted the contents of the report.
- ii. Members approved the recommendation at 6.4 of the report to offer a multi-buy offer on re3grow compost,

37. Exclusion of Public and Press

RESOLVED that pursuant to Section 100A of the Local Government Act 1972, as amended, and having regard to the public interest, members of the public and press be excluded from the meeting for the consideration of the following items which involves the likely disclosure of exempt information under the following category of Schedule 12A of that Act:

- (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information) (Item 7,8 & 9 of the agenda, Item 38,39 & 40 of the minutes).

38. **re3 Strategy Report**

The Board received a report which introduced and sought endorsement of the draft re3 Strategy.

The re3 Strategy 2018-2020 had two principle aims:

- Reduce the net cost of waste.
- Recycle 50% by 2020.

The re3 Strategy was set out in a similar format to previous re3 Strategies and looked at past performance, included information regarding what currently happened to waste and recycling, as well as focusing on the financial impact of waste.

It was requested that all Councils agree the re3 Strategy through their formal processes prior to the next Board meeting on the 6 July 2018.

Arising from the report it was noted that:

- Contamination of the recycling and the amount of wet paper and cardboard was an issue that needed further attention in order to protect access to existing markets (where quality is important). This was something that all parties need to work on and the Board wishes to be kept apprised of.
- Household growth needed to be captured and planned for now rather than in the future. Issues surrounding flats also needed to be addressed through planning control and planning policies so it was important that work was done with planning officers to ensure that developers included adequate recycling facilities in their planning applications.
- Concerns were raised about the size of Longshot Lane especially since there was a significant number of new housing developments in both Bracknell and Wokingham.
- It was discussed that a formal document could be sent from the Board to DEFRA.

RESOLVED that:

- i. Members endorsed the draft strategy objectives.
- ii. Members recommend the re3 Strategy to the individual re3 Councils for adoption at the earliest convenient opportunity.

39. **Food Waste Processing**

The Board received a report on food waste processing which provided the basis of discussion by the Board in relation to the provision of a food waste service.

Arsing from the discussion, the following points were made:

- Wokingham were putting food collection in place from April 2019.
- Officers from each Council had agreed to provide estimates of likely food waste capture so as to enable the re3 Project Team to develop common methodology/assumptions in order that they may fully consider business needs/impacts.
- Prices were to be sought based on the indicative processing capacity should all three councils, at some time in the future, introduce this service.
- Concerns were raised about the impact of additional HGV truck movement at both Longshot Lane and Smallmead that will be needed to be able to receive food waste.
- Wokingham's food waste collection would be using pod vehicles and the food pod would need to be emptied at the end of the day only.
- The Wokingham fleet would be 50/50 split for emptying purposes across the two sites and this would be regulated.
- The Wokingham food collection contractor was to be asked to present the three pod vehicle to be used in association with the Wokingham Contract at Longshot Lane so Board members could see better understand the operational impacts associated with the use of such trucks.
- Officers will be reporting back to the Board on the business opportunities, needs, costs, risks and options associated with such a service at a future meeting.

RESOLVED that Members noted the contents of the report.

40. **Financial Management Report**

The Board received a report briefing them on the Partnership's current financial position.

RESOLVED that:

- i. Members note the Partnership's financial position for the year to date.
- ii. the senior officers at each Council be instructed to liaise with the respective re3 Board Members at each council on the decision to pursue a preferred option in relation to the Contract Savings Project.

41. **Date of the Next Board Meeting**

The Board noted that its next meeting would be held at 11am on Friday 6 July at 11am. The meeting would be moved from Longshot Lane to the new Council Chamber in Time Square, Bracknell Forest Council.

CHAIRMAN



**Minutes of the 91st AWE Local Liaison Committee Meeting
Wednesday 6th December 2017
AWE, Aldermaston**

Present:

Haydn Clulow	Director Site and Transformation AWE (Chair)
Cllr David Allen	Aldermaston Parish Council
Cllr Philip Bassil	Brimpton Parish Council
Cllr Graham Bridgman	West Berkshire Council
Cllr Avril Burdett	Tadley Town Council
Cllr John Chapman	Purley on Thames Parish Council
Cllr Jonathan Chishick	Tidmarsh with Sulham Parish Council
Cllr Penee Chopping	Ufton Nurvet Parish Council
Cllr Roger Gardiner	Basingstoke and Deane Borough Council
Cllr Gerald Hale	Woolhampton Parish Council
Cllr David Leeks	Tadley Town Council
Cllr Clive Littlewood	Holybrook Parish Council
Cllr Mollie Lock	Stratfield Mortimer Parish Council
Cllr Royce Longton	Burghfield Parish Council
Cllr George McGarvie	Pamber Parish Council
Cllr Ian Montgomery	Shinfield Parish Council
Jeff Moss	Swallowfield Parish Council
Cllr Susan Mullan	Tadley Town Council
Cllr Barrie Patman	Wokingham Borough Council
Cllr Jonathan Richards	Basingstoke Council
Cllr John Robertson	Mortimer West End Parish Council
Cllr David Shirt	Aldermaston Parish Council
Cllr Steve Spillane	Silchester Parish Council
Cllr Jane Stanford-Beale	Reading Borough Council
Cllr Tim Whitaker	Mapledurham Parish Council
Mark Hedges	AWE
Nick Bolton	AWE
John Steele	AWE
Carolyn Porter	AWE – LLC Secretary
Philippa Kent	AWE
Michele Maidment	AWE
Scott Davies-Hearne	AWE
Richard Hare	AWE
Matt King	AWE
Liz Pearce	AWE
Luke Callow	AWE

Regulators:

Gary Cook	Office for Nuclear Regulation
Malcolm Peters	Environment Agency

Apologies

Apologies had been received from Councillors Dominic Boeck, Stuart Coker, Patricia Garrett, John Miller and Richard Smith. Carolyn Richardson of West Berkshire Council and Stuart Parr and Rob Greene of the Environment Agency also sent their apologies.

Actions from previous meetings

Action on-going

Action 1/90 Paul Rees to look into the performance data around the 9DF and come back to members at the March 2018.

Action ongoing

Action 2/90 John Steele to present on an updated AWE Travel Plan.

We will be in a position to over this at the next meeting, March 2018.

Action ongoing

Action 6/90 Philippa Kent to look at suggestions visit programme for future meetings.

Action ongoing

The Minutes of the 90th Meeting were accepted as a true record of the meeting.

Chairman's update

Introduction

Haydn welcomed members to the 91st meeting of the LLC and introduced new member David Allen. David replaces Crissy Clemson representing Aldermaston Parish Council.

He also reported, with sadness the death of former LLC member Keith Gilbert. Keith started his career as an apprentice at AWE when the scheme was launched in the 1950s. More recently he was an active community ambassador and a member of this committee. We send our sincere condolences to his family.

Community Information

AWE are introducing a News Brief for all its local councillors and MPs, which will be sent out via email. This will cover topical issues. For instance when the redetermination of the Burghfield emergency planning area is announced AWE will send the details out via News Brief. This will be an easily digestible newsletter which can be forwarded to parishioners, ensuring that local people are kept briefed on topics of interest in a timely way.

AWE's community publication Connect will continue to go out on a bi-annual basis - giving us an opportunity to share news and features of general interest. The next edition will be circulated to 56,000 local homes and business in mid-December.

Site Visits

At the last meeting a number of LLC members expressed an interest in visiting the Orion Laser. For operational reasons this can only be arranged on a Monday so we will set up a special visit if there is sufficient interest.

Outreach

A team of 14 AWE volunteers took part in a unique project to attract new talent to AWE's business. Route to Success was a two-week, thousand-mile cycle marathon visiting five universities to showcase career opportunities at AWE.

On the subject of attracting new talent, AWE's scientists and engineers also took part in the New Scientist Live Exhibition at Excel in London. The event attracted around 30,000

people. Visitors to the AWE stand learned how giant lasers can recreate astrophysical conditions. Interactive exhibits included a vortex cannon made from a dustbin which demonstrated shock waves.

Recruitment

AWE is busy recruiting new colleagues to join the company next year. The campaign to recruit new graduates has been a great success with over 1,900 applicants so far for the 150 roles in a range of disciplines for our 2018 intake. Applications close at the end of this month.

AWE opened its apprenticeship applications in November and held a two day Taste of Apprenticeship event to showcase all the apprenticeship opportunities they offer. This included some of the newer qualifications, such as those in supply chain and human resources, as well as the traditional science and engineering-focused training. AWE welcomed hundreds of visitors across the two days including students, teachers, parents and careers advisors.

The applications for apprenticeships close on January 31 2018 and the selection process will take place early next year for the 95 places available on the scheme in 2018.

Gender Pay Gap

As an organisation with more than 250 employees AWE will be publishing a report on its gender pay gap shortly. The report is not about equal pay for men and women doing the same work, that's been the law since the 70s. It's about comparing the mean hourly pay and median hourly pay of all women and men within a business.

AWE's gender pay gap of 16.7% is just under the national comparison of 18.4%. There are already steps in place to narrow the gap and these will be summarised in the report.

At AWE the gender split is approximately 80 per cent men and 20 per cent women. To achieve organisational goals AWE need to attract, retain and harness the skills of all its talented people, both women and men.

Details will be sent via News Brief and the report will also be published on the AWE website.

Awards

AWE technician Amy Lambden has won the south-east category in the regional final of the National Apprenticeship Awards 2017. Amy is a graduate of the AWE Skills Academy and works in electronics. In 2016, Amy was selected as one of the BBC's '100 Women' in 2016, for her role as a STEM pioneer and education work with young people in the community.

Schools outreach

AWE's STEM outreach programme has been recognised as award winning. We were delighted to receive the Community Legacy Award from the Thames Valley Business Magazine. AWE was also shortlisted as a finalist in the Business Supporting Education Award run by local charity Basingstoke Consortium.

Charity fund raising

AWE welcomed 18 local charities on its Aldermaston site last month for a charity Christmas Fair. This was a great way for us to connect with the local community and for the charities to raise their profiles. The event was attended by over 600 staff and enabled the charities to raise around £2,000.

AWE staff raised £5,024 for Macmillan cancer support with a baking bonanza, in support of the charity's world's biggest coffee morning and two of our apprentices raised a further £1,000 by 'Braving the Shave.'

The 125 competitors in his year's AWE Team Challenge raised over £11,000 for our charity partner Living Paintings in between taking part in a series of gruelling mental and physical challenges along the theme 'cops and robbers.'

AWE continue to support our charity partner Living Paintings.

Environment, Safety and Health Update

**Nick Bolton,
ESH Service Delivery Lead (SET)**

Performance during the period

Nick gave an overview of the perfect day performance covering the period August – October 2017.

There were three work related injuries requiring treatment above first aid. Two of these were as a result of a slip and fall and the other a trapped finger whilst using gym equipment.

The first Tier 2 investigations during the period included an isolator box being incorrectly connected which was found during routine distribution board testing in the building. The area was made safe, a restriction put in place on the isolator and another installed at the same time.

The second related to data errors identified following the transition from the OLM Training System to Minerva.

No OSHA injury Events or RIDDOR Reportable Events have been reported for **October 2017** to date

Question arising from Environment, Safety and Health Update

Cllr Shirt asked about the impact of the 9 day fortnight on the performance statistics.
Haydn Clulow confirmed this would be shared with members at the March meeting

Action on-going

1/91 Paul Rees to look into the performance data around the 9DF and come back to members at the March 2018 meeting.

Action ongoing

Site Update

**Mark Hedges
Head of Estate Strategy and Planning**

Mark reported that there had been no community complaints received during the last quarter.

Members were told that it had been a fairly quiet year so far in terms of protestor activity.

Mark gave a routine update on the Pangbourne Pipeline (PPL) and confirmed that total removal of the pipeline remained the preferred option. He stated that further work would be needed to look at the feasibility of this approach, but it was not planned to begin this until at least 2026. In the meantime AWE will continue robust monitoring and surveillance.

Questions arising from the Site update

Cllr Chapman asked whether there had been discussions with affected landowners relating to PPL

Mark Hedges - Not yet, we are in the very early stages of planning.

Haydn Clulow added that the pipeline is an MOD asset managed by AWE and a 'package' will be submitted to MOD before a decision is made over whether to go ahead.

Planning and Estate Development Update John Steele, Planning & Estate Development Manager

John updated members on Aldermaston Manor. He told them that the developer is still in the marketing stage with no potential purchasers.

Questions arising from Planning and Estate Development Update

Cllr Spillane referred to the illegal traveller's camp in Silchester and asked if AWE will be taking any action.

John Steel advised that AWE is aware of the camp and that it does not pose a threat. AWE will continue to monitor but no action is planned.

Higher Activity Waste Programme (HAW) – update

**Geoff Druce
Head of Production Execution**

Geoff Druce reported on the progress with the Higher Waste Activity Programme. He told members that AWE has been working with Sellafield, the Nuclear Decommissioning Authority (NDA) and Ministry of Defence to secure a long-term solution for the treatment and storage of AWE's HAW. In the meantime an enabling contract has been signed allowing for the treatment of up to 5000 drums of HAW at Sellafield.

Questions arising from HAW update

Cllr Bridgman asked what level of waste there is at Aldermaston in terms of drums.

Geoff/Mark advised that significantly more drums were stored at Aldermaston than the 5000 that were planned to be treated as a result of the Sellafield contract, although some of that waste would be re-classified and disposed of as low level waste.

Cllr Chishick asked how many drums of HAW are generated.

Mark Hedges advised that AWE are not producing the number of drums as in previous years because improved routes are being employed for the early disposal of waste. Geoff

Druce added that AWE is continuing to look at longer terms solutions and national capabilities.

Cllr McGarvie referred to transportation to Sellafield and asked if there is a safe system
Geoff Druce confirmed that safe transportation is an integral part of the strategy of working with the NDA, indeed it is a legal requirement. Existing routes and packages will be used, all approved by the ONR. There will be secure transportation by competent teams.

Cllr Shirt asked where AWE are with long term storage.

Geoff Druce told members that the safe and secure long-term storage of HAW is the subject of a national strategy and that a consultation is being carried out by the government on the siting of a Geological Disposal Facility. He recommended that members attend the GDF meetings if they would like more information, and added that AWE's actions were focussed on safe preparation of the HAW currently stored on site for long term storage in the GDF.

Drones at AWE

Richard Hare
Group Leader, Conventional Health and Safety

Richard gave an overview of the future of drones at AWE. He told members about the key benefits to AWE of using unmanned aerial vehicles (UAVs), including cost savings, improved health and safety and greater accessibility.

He reported on progress to date and talked about where AWE are in terms of key activities, strategy and future opportunities and applications.

Questions arising

In answer to a number of questions asked the members were advised that:

- 'alien' drones would be identifiable and reported
- the local community would be notified of AWE drone flights
- there would be no 'noise nuisance' caused.
- the frequencies are secure and extremely difficult to hack; they run on a stand alone system

Ask the Regulators

Gary Cook Lead Site Inspector
Office for Nuclear Regulation

Gary briefed members on the ONR report for the period and advised that there had been no enforcement actions. He referred to the recent muster demonstration which they observed and told members that the demonstration was adequate.

He reported that the ONR has completed technical assessment work regarding a revised Burghfield Report of Assessment required under the Radiation Preparedness and Public Information Regulations (REPPiR). A draft has gone out to stakeholders and some have asked for clarity on how the area is determined. Re-determination will be announced in January 2018 following a meeting with Wokingham Borough Council.

Gary mentioned the continuing engagement with AWE over improvement notice LC 17 Management Systems and told members that progress is in line with regulatory expectations, and that ONR hope to close the Improvement Notice early in 2018.

Questions arising from the ONR brief

Cllr McGarvie asked if members could be given a clear understanding of the interface and overlap between ONR, EA and DNSR.

Action on-going 2/91 ONR to present at a future meeting.	Action ongoing
---	----------------

Malcolm Peters, Rob Green Environment Agency

Malcolm Peters re-capped on the Environment Agency report for the period. He told members that the inspection of low level waste management identified a number of good practices and no non-compliances were recorded.

The EA continue to attend meetings on the management of higher activity waste at AWE and review progress with the forward action plan. The work closely with the ONR on this area of work.

Members were told about a permit application made for carbon activities at Burghfield and the issue of a revised Environmental Permit for water discharge activities at Aldermaston.

Members were told the EA launched its annual flood awareness campaign in October

Questions arising from the EA brief

Cllr Shirt asked whether there are any changes to the surface water discharge permit. **Malcolm** confirmed that the current permit remains the same, there are no relaxations.

Cllr McGarvie asked whether the Burghfield Flood Alleviation Scheme was fully in place. **Mark Hedges** advised that the scheme is due to be completed during the first quarter of 2018. He confirmed that AWE do have the capacity to deal with flood water in the event of a storm.

Community Programme

Philippa Kent Community Engagement Manager

Philippa updated members on the work AWE has been doing with the community since the last meeting. She reported on the STEM outreach activities – Primary Masterclasses, Engineering Challenge, Girls in High Tech and Spotlight on A level STEM careers.

Members were told that AWE has established a Charity Champions network and that £16,000 has been raised for charity partner Living Paintings.

Route to Success

Jake Clulow

Jake reported to members on the 'Route to Success' cycle ride and fund raising event which took place in October this year. He told members that the aim was to enhance AWE's brand and reputation with academic institutions through technical outreach and promotion of the AWE graduate scheme.

Members were given details of the 1000 mile route taken and told of some of the highlights and challenges encountered.

There were no questions arising from the Community Programme Update

Emergency Response

Scott Davies-Hearn
Deputy Manager, Emergency Response and Strategy

Scott gave members an overview of Emergency Response, telling members about the purpose of the Site Response Group (SRG) and what they do. SRG are experts in emergency planning and response – strategic, tactical and operational.

Emergency response highlights include the successful delivery of a no-notice level 1 demonstration exercise at Aldermaston. It was challenging to plan and arrange and the first no-notice demonstration in the UK.

Improvement projects include more collaborative and joint working with the emergency services and community engagement. Scott spoke of the principles for joint working, co-location, clear communications, co-ordination and joint understanding of risk and shared situational awareness.

Scott also referred to REPPIR (Radiation Emergency Preparedness and Public Information Regulations). He mentioned REPPIR 18 and the new legislation to be brought into effect to address specific aspects from the Basic Safety Standards Directive (BSSD)

Questions arising from Emergency Response

Cllr Shirt referred to the invite extended to AWE to attend Parish Council meetings and asked if Scott would be able to attend a future meeting.

Scott confirmed that he would be able to arrange this.

Any other Business

Cllr Burdett extended a thank you to AWE graduates for a project they are delivering to raise awareness of STEM subjects with Girl Guides and Brownies.

Cllr Shirt referred to the approval conditions for AWE's Gemini Office development and re-allocation of the residue of funds from the S106 contribution. West Berkshire Council will require specific authorisation from AWE to reallocate the remaining money on a proposed footpath along Frouds Lane to link the cyclepath with the canal tow path, and another along

Frouds Lane to link with the start of footpath #9 and if possible further extended to East Lodge to provide access to Wasing.

John Steel confirmed that AWE do not have an issue with re-allocating the funds.

Close

2018 Meeting Dates

Wednesday March 7th

Wednesday July 4th

Wednesday November 7th

Carolyn Porter
LLC Secretary

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	2 JULY 2018	AGENDA ITEM:	8
TITLE:	DRAFT ST PETERS CONSERVATION AREA APPRAISAL		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	ALL
LEAD OFFICER:	KIARAN ROUGHAN	TEL:	0118 9374530
JOB TITLE:	PLANNING MANAGER	E-MAIL:	Kiaran.roughan@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The St Peters Conservation Area was designated in 1988 under the Town & Country Planning Act 1971 (as amended) and a full conservation area appraisal was adopted in 2009. Following discussions over the Council's approach to the historic environment, the Council agreed to support the setting up of a Reading Conservation Areas Advisory Committee (CAAC). One of the primary concerns of the CAAC was the long length of time since many conservation area appraisals had been prepared and adopted. According to best practice appraisals should be updated every 5-10 years and many of these appraisals are now in need of review. It was subsequently agreed that the CAAC would lead on reviews of conservation area appraisals in consultation with local communities.
- 1.2 The St Peters Conservation Area appraisal is the first review to be completed. This report seeks approval of the draft review of the St Peters Conservation Area Appraisal. Committee is asked to approve the draft appraisal for consultation.
- 1.3 This report seeks Committee's approval to undertake community involvement on the draft St Peters Conservation Area Appraisal between July and October 2018. Appendix 1 contains a copy of the draft appraisal and associated documents including maps showing the proposed boundary extension, as well as character areas and other features of the conservation area. Following approval, community involvement will be undertaken, the results of which will feed into a revised appraisal to be adopted by the Council later in the year.

2. RECOMMENDED ACTION

- 2.1 That the Draft St Peters Conservation Area Appraisal (Appendix 1) be approved for community involvement.
- 2.2 That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Draft St Peters Conservation Area Appraisal in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to the start of community involvement on the draft document.

3. POLICY CONTEXT

- 3.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the National Planning Policy Framework impose a duty on local planning authorities to review their existing conservation areas and designate as conservation areas any 'special areas of architectural or historic interest'.
- 3.2 Although not required by law, Historic England recommends that Conservation Area Appraisals are reviewed and updated regularly, every five to ten years. Conservation Area Appraisals are material considerations in the determination of relevant planning applications, and can form a key piece of evidence for the preparation of planning policy.

4. THE PROPOSED ALTERATIONS

(a) Current Position

- 4.1 The original appraisal was prepared in 1987. It confirmed that the properties in this area were of sufficient character to merit being a conservation area. The Council approved the designation in 1988. In 2007, an extension to the boundary to include St Peters Avenue was considered and rejected. The most recent appraisal was completed in 2009 by consultants at Cirencester Conservation Studio.
- 4.2 The existing boundaries of the conservation area (along with the now proposed boundary extension) are provided in the attached plan, which is copied from page 5 of the appraisal see Appendix 1).

(b) Proposed Option

- 4.3 The review and the updated appraisal is the result of a community-led project carried out by the Conservation Area Advisory Committee and the Caversham and District Residents Association, with assistance from RBC planning officers, officers of Historic England and interested local

community representatives. The review made use of the Oxford Character Assessment Toolkit, which was recommended by officers of Historic England. This provided a methodology for preparing assessments of the character of the landscape and built environment of the area. The appraisal has been updated partly as a result of that assessment.

- 4.4 The review has resulted in a recommendation that the boundaries of the Conservation Area be extended to incorporate (i) the Church Street Junction, Bridge Street and Caversham Bridge. The boundary adjustment aims to include the group of listed buildings at the junction of Church Road and Church Street which form the original core of the village of Caversham and which provide historically significant views upon entering Caversham. Caversham Bridge itself is central to the appreciation and significance of the history and character and appearance of the Conservation Area. The bridge includes Art Deco detailing with purpose-designed viewing places for pedestrians. Finally, there are several unlisted buildings of townscape merit within the proposed extension to the Conservation Area. These include three early 20th Century bank buildings at the Church Road and Church Street junction, the Crown Public House and the Priory Avenue Surgery, as well a pair of Victorian brick semis with original shopfronts (No 9 and 11) opposite the Griffin Public House.
- 4.5 A consultation exercise on the review of the Conservation Area, carried out by CADRA with assistance from members of the CAAC in July 2017, attracted 161 responses with overwhelming support for the proposals to extend the Conservation Area.
- 4.6 Minor Extensions to the boundary along St Peters Hill and Church Road are also proposed, which seek to include the pavement on the far side of the road. On St Peters Hill the extension includes trees which are important to views upward toward the curve of the hill. On Church Road the extension encompasses recently removed large trees in order to emphasise their replacement in order to screen adjacent modern apartments.
- 4.7 The updated appraisal identifies additional issues and vulnerabilities including:
- further loss of tree cover and greenery since 2009;
 - views towards the area from the bridge and river as being vulnerable to insensitive development;
 - narrow and obstructed pavements;
 - evolving banking practices as a threat to well-detailed bank buildings; and
 - ‘gap sites’ in need of special attention including a tyre workshop and clustered advertising.
- 4.8 Recommended Measures (section SS4 page 3) include a Conservation Area Action Plan to address issues and vulnerabilities identified. The action plan is set out on pages 36-38 and includes actions recommended for all CAs. Those specific to St Peters CA. Actions include:

- provision of guidance to householders and business owners on acceptable small scale alterations and tree works;
- possible implementation of an Article 4 Direction;
- publication of a Supplementary Planning Document for development in historic areas;
- consultation with the CAAC on planning applications affecting Conservation Areas;
- preparation of Design Briefs for the conversion of the former bank premises;
- identification of trees and groups of trees;
- implementation of the draft heritage views policy in the new Local Plan; and
- amenity planting on the site of existing advertisement hoardings.

CAAC and CADRA will manage the action plan but responsibility for some of these actions can only rest with RBC. Other actions can be undertaken by local volunteer organisations and community groups such as CAAC, CADRA and Caversham Globe with limited support from council officers.

- 4.9 Committee is recommended to approve the Draft St Peters Conservation Area Appraisal (Appendix 1) including the map on page 40 illustrating the proposed boundary extension for further community involvement.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 Adoption of an updated appraisal and boundary extension will contribute to achieving the Council's priorities set out in the Corporate Plan through the protection and management of heritage assets that will contribute to "Keeping the town clean, safe, green and active" and "Providing infrastructure to support the economy". This updated appraisal with amended boundaries would ensure that the historical and architectural character is preserved and enhanced. It would also ensure that future development is appropriate to the character of the area and that development would not have a detrimental and therefore unsustainable impact.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The Council's consultation process for planning policy, as set out in the adopted Statement of Community Involvement (SCI, adopted March 2014), is that the widest and most intensive community involvement should take place at the earliest possible stage, to allow the community a genuine chance to influence the document. Although the SCI deals mainly with development plan documents, the general principles are useful for documents such as a Conservation Area Appraisal. Community involvement exercises have been undertaken by the Conservation Area Advisory Committee and the Caversham and District Residents Association as part of undertaking the review. Details of community involvement and the

consultations in 2016 and 2017 are set out in pages 39-44 (Appendix 1 & 2) of the appraisal document. These included:

- a guided walk around the area in July 2016, during which some 28 attendees were able to ask questions and give feedback for the review;
- initial conclusions and the proposed extensions shared at the St Peter's Church Fete in July 2017;
- another walk of the area held over Heritage Open Days 2017 which again included opportunity for comment; and
- local businesses affected by the proposed extension being leafleted.

6.2 A formal consultation led by the Council is expected to begin in mid-July and will last for a period of ten weeks (to allow for the summer holiday period) until early October. Responses received will be considered in preparing a final draft appraisal for adoption. The draft St Peters Conservation Area Appraisal consultation will be more focused and will largely be based around making the document available for comment, although it is also expected to feature a drop-in event at a local community event facilitated by the CAAC.

7. EQUALITY ASSESSMENT

7.1 It is not expected that there will be any significant adverse impacts on specific groups due to race, gender, disability, sexual orientation, age or religious belief. An equality scoping assessment is included in Appendix 2 of this report.

8. LEGAL IMPLICATIONS

8.1 The proposed extension to the conservation area, once agreed, will benefit from the controls set out within the Planning (Listed Buildings and Conservation Areas) Act 1990. The legislation would control the demolition of buildings as well as ensure a closer control over new development in the area.

8.2 The following would apply:

- (a) In the exercise of planning powers the Secretary of State and planning authorities are under a duty to pay special attention to the desirability of preserving and enhancing the character or appearance of the area;
- (b) the demolition of certain buildings now requires specific Conservation Area consent;
- (c) "Permitted Development" rights are more restricted in Conservation Areas, and Article 4 Directions restricting "permitted development" rights in Conservation Areas do not (as is the case elsewhere) have to be referred to the Secretary of State for consent;

- (d) more controls exist in relation to works to any trees, not necessarily just TPO trees;
- (e) more exacting standards of advertisement control should be applied to advertisements in the Conservation Area, so long as the authorities are sensitive to the needs of businesses within the Conservation Area;
- (f) development proposals within conservation areas should either make a positive contribution to the preservation of the character or appearance of the area, or leave the character or appearance unharmed.

9 FINANCIAL IMPLICATIONS

- 9.1 Existing budgets are sufficient for the publication of the final documents and to notify occupiers affected.
- 9.2 Consultation exercises can be resource intensive. However, the Council's consultation process is based mainly on electronic communication, which helps to minimise resource costs. The CAAC and CADRA have volunteered to undertake a drop-in session at a local community event in July.

Value for Money (VFM)

- 9.5 The preparation of an updated appraisal will ensure that developments are appropriate to the area, that significant effects are mitigated and that there are no harmful effects to the historic environment within the Conservation Area. Production of an updated appraisal is in line with best practice, therefore represents good value for money.

Risk Assessment

- 9.6 There are no direct financial risks associated with the report.

BACKGROUND PAPERS

- National Planning Policy Framework
- Planning Guidance - Conserving and Enhancing the Historic Environment
- Section 69, Planning (Listed Buildings and Conservation Areas) Act 1990.

APPENDIX 2: EQUALITY IMPACT ASSESSMENT

Provide basic details

Name of proposal/activity/policy to be assessed:

Draft St Peters Conservation Area Appraisal

Directorate: Environment and Neighbourhood Services

Service: Planning and Regulatory Services

Name: Sarah Burr

Job Title: Planning Policy Officer

Date of assessment: 30/05/2018

Scope your proposal

What is the aim of your policy or new service?

To update the existing St Peters Conservation Area Appraisal

Who will benefit from this proposal and how?

The Council will benefit from having an up to date appraisal for use as a material consideration in planning decisions. Stakeholders, including members of the public and the development industry, will benefit from more certainty.

What outcomes will the change achieve and for whom?

Adoption of an updated appraisal and boundary extension will contribute to the protection and management of heritage assets.

Who are the main stakeholders and what do they want?

Developers/landowners, the public and community groups. All parties an updated appraisal so as to best protect and enhance the historic environment in Caversham.

Assess whether an EIA is Relevant

How does your proposal relate to eliminating discrimination; promoting equality of opportunity; promoting good community relations?

Do you have evidence or reason to believe that some (racial, disability, gender, sexuality, age and religious belief) groups may be affected differently than others? (Think about your monitoring information, research, national data/reports etc)

Yes No

Is there already public concern about potentially discriminatory practices/impact or could there be? Think about your complaints, consultation, feedback.

Yes No

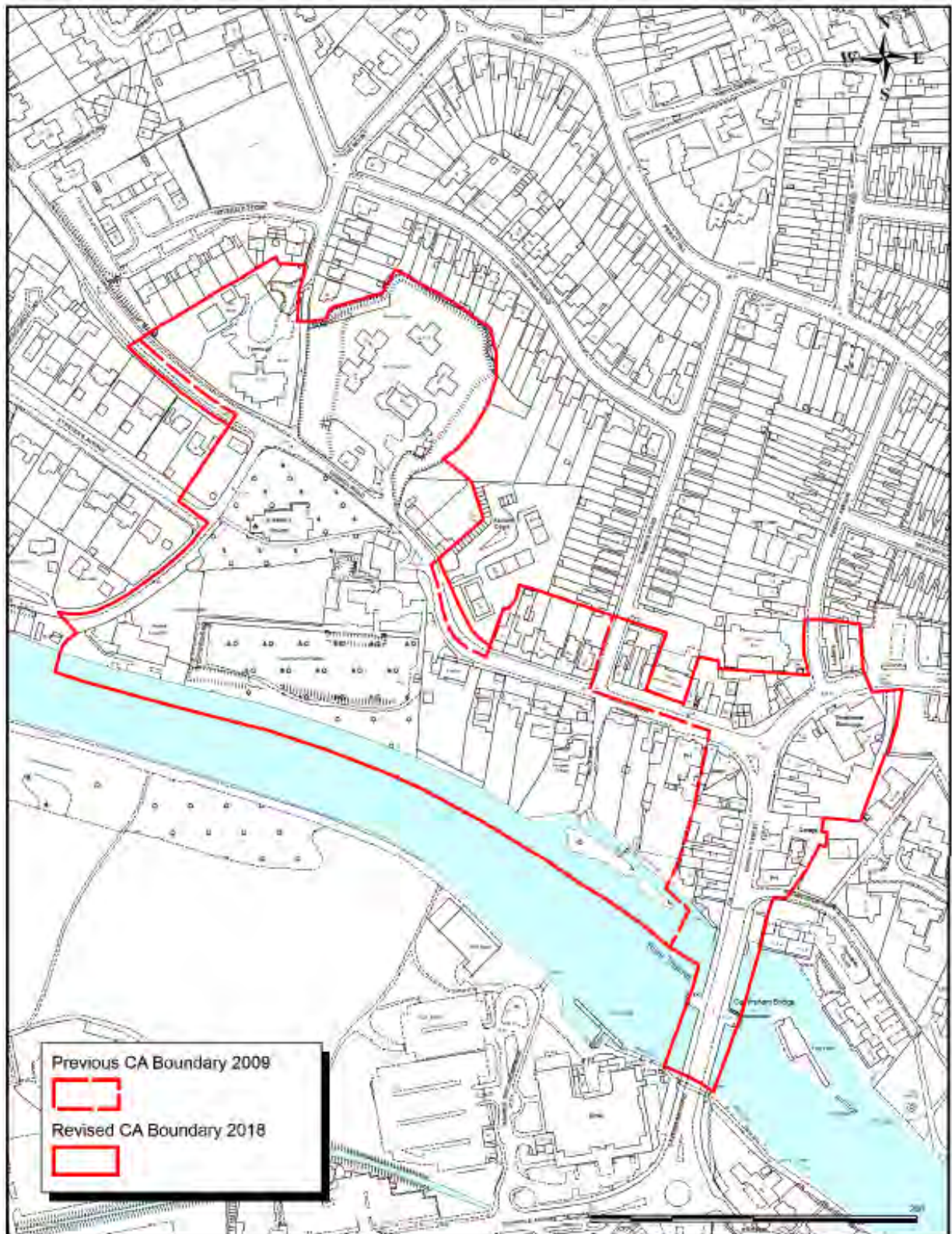
If the answer is Yes to any of the above you need to do an Equality Impact Assessment.

If No you MUST complete this statement

An Equality Impact Assessment is not relevant because the updated appraisal is not expected to have equality impacts on particular groups. The document simply updates details regarding the historic environment in this particular area.

Signed (completing officer)	Sarah Burr	Date: 30 th May 2018
Signed (Lead Officer)	Kiaran Roughan	Date: 30 th May 2018



Plan of Existing and Proposed Extended Conservation Area.



Title: St. Peter's Conservation Area
Map 1 Proposed Conservation Area Boundary

Date: 30/05/2018 Scale at A4: 1:3,000

Produced by GIS & Mapping Services Ref: MIND\CD\Envir\Plan & Tran\Conserv\St_Peters_Proposed_Conservation_Area_2018

  **Reading**
Borough Council
Working better with you

© Crown copyright and database rights 2018 Ordnance Survey 100019672

St Peters Conservation Area

Draft Conservation Area Appraisal



July 2018

St Peters Conservation Area Appraisal

Foreword by Councillor Tony Page, Heritage Champion, Lead Member for Strategic Environment, Planning and Transport, and Deputy Leader, Reading Borough Council

Reading is a town of many contrasts. It enjoys an excellent reputation as the capital and economic centre of the Thames Valley. However, Reading also has a rich historic heritage going back over 900 years and these aspects sit side by side in the vibrant town we enjoy today.

To be able to respect our historic past while providing for an exciting future for the town is a particular challenge that Reading Borough Council intends to meet. The work undertaken to re-open the Abbey Ruins in 2018, within the new Abbey Quarter, is indicative of the Council's promise to respect and enhance our historic past for the future.

Reading's valuable history has led to the designation of 15 Conservation Areas within the Borough, all supported by written Conservation Appraisals. Many of those appraisals are now relatively old and in need of review. Reading Borough Council is very grateful that various local communities, who have the intimate knowledge and understanding of their areas and local history, have initiated the process of reviewing our Conservation Area Appraisals.

The Review of the St Peters Conservation Area Appraisal is the first appraisal to be formally reviewed under this new community led arrangement. The review has been underpinned by the knowledge, research, hard work and enthusiasm of volunteer members of Reading's Conservation Area Advisory Committee and a number of interested local individuals. As part of the preparation of the review, they have undertaken extensive consultation and involvement with the local community and incorporated the valuable feedback that they have received. The review has also taken account of advice and assistance from officers of Historic England and the Council.

Within the boundaries of the St Peters Conservation Area is one of the oldest settled parts of Reading being adjacent to an important crossing of the River Thames. The area has a wealth of archaeological interest. The modern day settlement grew up around St Peters Church which was originally built in the 12th Century. With rapid expansion in the nineteenth century, the old bridgehead village developed as part of a flourishing centre for commerce and leisure.

Special thanks are due to those who have contributed to the review of the conservation area and the conservation area appraisal.

- Particular acknowledgement to the principal authors of this appraisal, Liz Killick, John Nicholls and Kim Pearce, also to Vickie Abel and Helen Lambert, members of the Conservation Area Advisory Committee (CAAC) and representatives of the Caversham and District Residents' Association (CADRA).
- Richard Bennett, Mary Neale, Karen Rowland (previous CAAC Chair), Evelyn Williams and other members of the Reading Conservation Area Advisory Committee (CAAC).
- Reading Central Library, Reading Museum, the Berkshire Record Office for their assistance in local history research and for permission to use images cited in the text.
- Photo credits to Vickie Abel, Rachel Paton and Kim Pearce, unless otherwise indicated in the text.

Cllr Tony Page

Heritage Champion, Lead Member for Strategic Environment, Planning and Transport, and Deputy Leader, Reading Borough Council

St Peters Conservation Area, Caversham

A community-led Conservation Area Appraisal

July 2018

Initial Statement

Reading has fifteen Conservation Areas. Each of the Conservation Areas has an individual Conservation Area Appraisal. Historic England recommend that appraisals should be undertaken for each Conservation Area and that these should be reviewed every five years to ensure that they reflect the up-to-date situation and are continuing to do the job they are designed for – to protect ‘the character or appearance of an area which it is desirable to preserve or enhance’.

A new community-led, Reading-wide Conservation Area Advisory Committee has been set up to advise Reading Borough Council when reviewing conservation area appraisals or policies for the preservation and enhancement of Conservation Areas, Heritage Sites or other areas of historic importance.

The St Peters Conservation Area was originally designated in April 1988 and was last appraised by the Council’s external consultants, The Conservation Studio of Cirencester, in April 2009. Their report was formally adopted by the Council at that time and, as many of that report’s findings and recommendations have been found to remain relevant today, they have been carried forward in this Appraisal where appropriate.

This Appraisal has been prepared by the Reading Conservation Area Advisory Committee in conjunction with Caversham and District Residents Association and interested local community representatives, using the Oxford Character Assessment Toolkit, an approach to carrying out appraisals recommended by Historic England.

The CAAC and the Council acknowledge the advice and assistance of Historic England, particularly by providing, in February and April of 2016, training workshops in conservation area appraisals for the Council officers and local community representatives taking part in the appraisal process.

The Appraisal is preceded by a one page summary of the Conservation Area. The first part of the Appraisal comprises a Statement of Special Interest, which summarises the key qualities and features which give the area its character and which justify the special protection afforded by a conservation area. This is followed by a more detailed analysis of each of the key elements and areas.

The Appraisal provides details on the historic and architectural interest of this area and positive features of its character, as well as highlighting issues that are negatively affecting the character and appearance of the Conservation Area.

The existing boundaries of the Conservation Area have been reviewed and an extension to the Conservation Area is proposed.

Summary of Key Characteristics

This section summarises those elements which create the area's character and justify its designation as a Conservation Area (CA), to assist key decisions on its development and enhancement. It provides links *in italics* to later sections of this appraisal, where fuller details can be found. The key characteristics are:

- The heavily-wooded ridge above the Thames providing a green backdrop to the CA is crucial in views into it from across the river, particularly from Caversham Bridge and the Thames Promenade. Some of these assets lie outside the area. There are also important views of the river and the bridge from Caversham Court Gardens, and glimpsed views of the river from elsewhere in the CA. (*Section 2; Map 3; sections 4.2,4.3,4.4 and 7.4*)
- St Peters Church and its tower, together with Caversham Court, dominate the CA. Caversham Court is included in the Historic England "Register of Historic Parks and Gardens of special historic interest in England". (*Sections 4.2-4.4, 5.1 and 6.1, Maps 3, 5*)
- Tree cover and green spaces, especially around St Peters and in Caversham Court, with specimen trees in the latter, are important. Individual street trees and those in gardens also contribute strongly to the area. (*Section 4.5; Map 4; section 7.11*)
- The form of the original bridgehead village is still apparent: Bridge Street runs north from the bridge to the T-junction with Church Road (to Oxford) and Church St (to Henley). (*Section 4.1*) High traffic volumes attest that this original function endures. (*Section 7.10*)
- The built form reflects that origin. A core of listed 16th and 17th century village buildings creates a two-storey scale. The irregular building line along the road, often at or close to the back of the footpath, and its winding character leading up to St Peters Hill reflect the historic village. (*Sections 4.1 and 5.1*)
- The early village is overlaid with mainly late Victorian and Edwardian buildings, constructed over a short time period. While the commercial buildings raise the predominant scale to three storeys, there is a harmony of scale and materials between these buildings and the earlier ones. (*Section 5.3*) Early red brick and timber framed domestic buildings with plain roof tiles combine with well-detailed later brick buildings with slate roofs (*Map 2*) to form a coherent whole and an attractive and consistent roofscape.
- The use of red brick and flint for boundary walls down St Peters Hill and into Church Road also serves to unify the area. (*Sections 4.1; 5.1; 5.5; and 7.2*)
- This history is reflected in a legacy of Listed Buildings (*See list and description at 5.4.1*) and Buildings of Townscape Interest (*similarly at 5.4.2*), whose character is essential to that of the CA as a whole. (*Map 3*)
- The junction of Church Road and Bridge Street includes some distinguished banks and similar commercial premises (*Sections 5.1 and 7.9*). The importance of Bridge Street as the visual corridor linking the village core with the bridge outweighs the poor treatment of some of its buildings, which nevertheless have a consistent scale and style.
- The CA breaks down into four sub-areas of distinctive character, which provide a context for making decisions on change (*Section 6 and Map 5*).
- Several gap sites detract from the CA. Their redevelopment would be welcome but will need particular care. (*Section 7.8*)
- Improvement of surfaces and rationalisation of street furniture would be of great benefit, as resources permit (*Sections 5.5 and 7.3*)
- The CA's character is at risk through the gradual but cumulative loss of the details which help define it, including built details (*Section 7.1*) and the treatment of the river bank (*Section 7.7*)

Contents

Statement of Special Interest	1
SS1 Introduction	1
SS2 Key characteristics	1
SS3 Issues and vulnerabilities	2
SS4 Recommended measures	3
SS5 The 2017 Boundary adjustment	3
Conservation Area Appraisal	6
1. Introduction	6
1.1 Policy context	6
1.2 Public consultation	8
2. Landscape setting	9
3. History of the area	9
3.1 Archaeological heritage	9
3.2 Historical development	9
4. Spatial analysis	11
4.1 Key characteristics and plan form	11
4.2 Views into the area	14
4.3 Views within the area	14
4.4 Views out of the area	15
4.5 Trees	16
5. Buildings and public realm	19
5.1 Key positive characteristics	19
5.2 Building types and forms	19
5.3 Materials, styles and features	20
5.4 Buildings of local historic interest and positive buildings	20
5.4.1 Listed Buildings	20
5.4.2 Buildings of Townscape Merit	22
5.5 Public realm	24
6. Character areas	25
6.1 Caversham Court and the church	25
6.2 Church Road	25
6.3 The Junction area	26
6.4 The Bridge Street corridor	26
7. Negative features, issues and opportunities for enhancement	28
7.1 Loss of original architectural features and detail	28
7.2 Character: walls and railings	30
7.3 Street furniture and surfacing	30
7.4 Vistas towards the Conservation Area	32
7.5 Heritage sites	32
7.6 Development close to the Conservation Area	33
7.7 Riverbank treatment	34
7.8 Key gap sites	34
7.9 The Banks	34
7.10 Traffic noise and pollution	35
7.11 Tree loss	35

8. Action Plan	36
Table 1 For all Conservation Areas	36
Table 2 For St Peters Conservation Area	37
Appendices	
Appendix One Initial Public Consultation 16 July 2016.....	39
Appendix Two Public Consultation 8 July – 19 August 2017.....	41
Appendix Three Supporting information on the CADRA website	45
Appendix Four Archaeology and Historical Development of the area	46

Statement of Special Interest

SS1 Introduction and Summary

St Peters Conservation Area, north of the River Thames in Caversham, includes the church of St Peter, founded in the 12th century, and Caversham Court Gardens, a historic riverside garden refurbished in 2009. It also incorporates the medieval core of the original Caversham village, running from the end of Bridge Street, along Church Road and up St Peters Hill. This was the old pilgrim route from Reading Abbey towards Oxford, and linked the agricultural hinterland with the village, the economy of which was based on the River Thames.

Views into the Conservation Area from the river, especially from Caversham Bridge, and out of the area across the Thames, show its riverside setting and the green escarpment which rises above it. Fine mature trees, especially Victorian conifers, are particularly prominent. The green spaces of Caversham Court Gardens and St Peters churchyard are tranquil havens alongside the busy Church Road, and the wall of trees rising up the slope at the area's western end provides an important backdrop to the Conservation Area.

Several listed cottages in the Conservation Area date from the 16th, 17th and 18th centuries. The late 19th and early 20th century development along Church Road retained the two- and three-storey scale, using the traditional local materials of brick, stone and flint, with characteristic architectural features including brick and flint boundary walls. There is a continuous flow of space, architecture and history down from the church along Church Road to the bridge.

Caversham Bridge is an important historic structure which is prominent in views from the Conservation Area. A group of listed buildings at the junction of Church Road and Church Street form an integral part of the original bridgehead village.

For this reason the boundary of the Conservation Area has been proposed for extension, to include both these elements and the area linking them. Detailed reasoning for this proposal is set out in this Appraisal.

SS2 Key Characteristics

The key characteristics of the Conservation Area are:

- St Peters church and its tower, together with Caversham Court, dominate the Conservation Area, both historically and in the present day. Caversham Court is included in the Historic England "Register of Historic Parks and Gardens of special historic interest in England".
- Tree cover and green spaces, especially around St Peters and in Caversham Court, with specimen trees in the latter, are important. Individual street trees and those in gardens contribute strongly to the area.
- Along Church Road the built form of the original bridgehead village is still apparent. A core of listed 16th and 17th century buildings is present in sufficient numbers to make this still legible. The irregular building line along the road, often at or close to the back of the footpath, and its winding character leading up to St Peters Hill, also reflect the historic village. The early village is overlaid with mainly late Victorian and Edwardian

buildings constructed over a short time period. There is a consistency of scale and materials between these buildings and the earlier ones. Early red brick and timber framed domestic buildings with plain roof tiles combine with well-detailed later brick buildings with slate roofs to form a coherent whole and an attractive and consistent roofscape.

- The use of red brick and flint for boundary walls down St Peters Hill and into Church Road also serves to unify the area.
- The vistas and views from Caversham Bridge towards and across the Conservation Area, and also along the Thames Promenade on the south bank of the river, are a unique component. There is an important view of a green escarpment rising from the river, with glimpses of the Church tower, from both the bridge and the south bank. There are also important views of the river and the bridge from Caversham Court Gardens, and glimpsed views of the river from elsewhere in the Conservation Area.
- The junction of Church Road and Bridge Street includes some distinguished banks and similar commercial premises. The importance of Bridge Street as the visual corridor linking the village core with the bridge outweighs the poor treatment of some of its buildings, which nevertheless have a consistent scale and style.

SS3 Issues and vulnerabilities

- Traffic noise, pollution and traffic queuing from the A4074 down St Peters Hill, Church Road and Bridge Street all have major negative impact, both directly and in prompting inappropriate changes to buildings to mitigate noise and pollution. Only long-term measures such as a third Reading Bridge or weight restrictions on traffic might reduce this impact.
- The loss of original architectural details, particularly front elevation and boundary wall features, is a cumulative and damaging problem.
- The shop fronts along Church Road and Church Street, including those on the otherwise less successful Caversham House development, are consistent and well-detailed. Any changes will need careful attention. The varied treatment of some of their upper floors is regrettable.
- Tree cover and greenery is vulnerable. Pre-2009 aerial photographs show significant loss of tree cover since then, both in the public domain and private gardens.
- The views towards and across the Conservation Area from the bridge and the Thames promenade are vulnerable to insensitive development. The Reading Canoe Club, at its western end, detracts from the setting of the restored gazebo in Caversham Court Gardens. Although outside the Conservation Area, a recent house in the area of the Warren breaches the tree line and the white gable emphasizes the intrusion. The north bank of the river is principally soft to the water's edge, but one length of river bank has been sheet piled in the past adding a discordant element. If other lengths of river bank were to follow, the character of this north bank would be at risk.
- The design of new development within and adjoining the Conservation Area was highlighted in the 2009 Appraisal and remains an important issue, given the small size of the Conservation Area. Developments immediately outside the Conservation Area which ignore their proximity to it can have a negative effect. For example, the flats opposite Caversham Court Gardens, with their horizontal windows and concrete interlock tiles, demonstrate why care is needed to secure consistency of scale and materials.

- Access to the heritage site of Caversham Court Gardens can be difficult via a narrow and obstructed pavement with heavy traffic passing.
- Ill-assorted street furniture, including bollards, litter bins, crash barriers and sign posts, together with poor quality surfacing in some areas, contribute together to diminish the quality of the public domain.
- Situated around the junction of Church Road, Church Street, and Bridge Street are three well-detailed banks. One has already closed as a bank and evolving banking practice may continue to threaten their future. Care will be needed with design details, with ground floors being especially vulnerable to changes of use.
- Close to the junction of Church Road, Church Street and Bridge Street there are four key gap sites which provide both threats and opportunities: adjoining the Priory Avenue corner; adjoining the telephone exchange; the tyre workshop in Bridge Street; and the advertising hoarding site on the Bridge Street and Church Road junction. Redevelopment or improvement of these would be welcome but would need a sensitive approach.

SS4 Recommended measures

In order to address the issues and vulnerabilities set out above, Section 8, The Conservation Area Action Plan, on pages 36-38, sets out in tabular form a series of measures with timescales which should be undertaken to ameliorate these issues.

SS5 The 2018 Boundary Adjustment

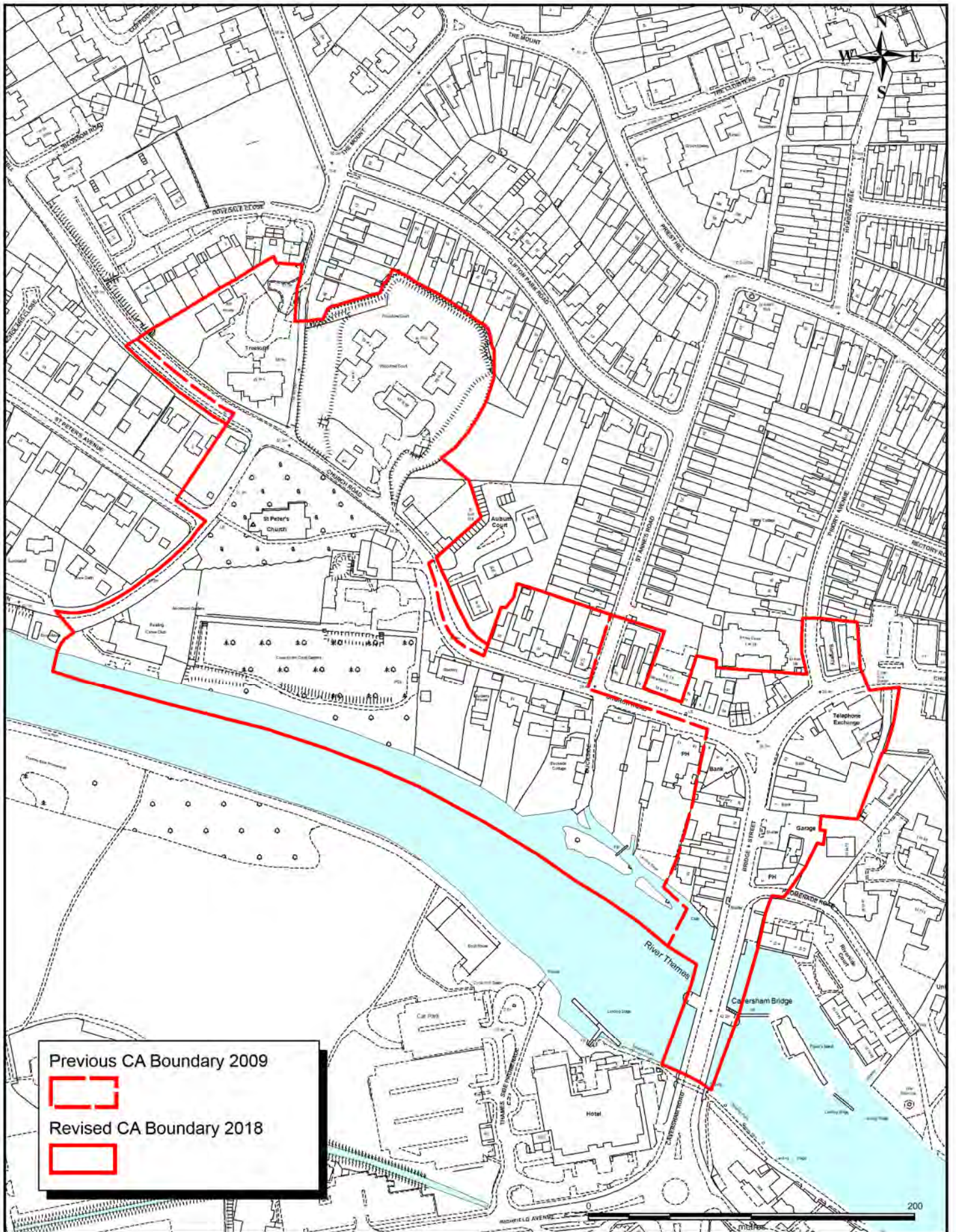
This appraisal extends beyond the current boundary of the Conservation Area, to include the junction with Church Street, the whole of Bridge Street and Caversham Bridge. There are strong reasons for this extension.

- The group of listed buildings at the junction of Church Road and Church Street form part of the core original bridgehead village and are vital in closing northward views on entering Caversham across the bridge. The surviving 17th and 18th century buildings were one of the reasons for the Conservation Area designation, yet were not previously included in it. This is illogical and both the potential treatment of the listed buildings themselves and the Conservation Area itself would benefit from their inclusion.
- Caversham Bridge and the views from it across the Conservation Area are central to the appreciation of the Conservation Area. These important views have been noted in previous appraisals. The bridge itself of concrete and stone with some Art Deco detailing was completed in 1926. It incorporates purpose-designed viewing places on the central buttress. It is an interesting structure in its own right and the Panel for Historical Engineering Works of the Institution of Civil Engineers has included it in their lists which record and promote historical structures.
- The original early to mid 20C neo Georgian telephone exchange makes a positive contribution to the street scene. The symmetrical facade of this building is also on axis with Priory Avenue. The extensive telephone exchange site also includes a mature tree which together with the former Lloyds Bank building terminates the view down Church Road from the original Conservation Area. For these reasons the whole of this important site is now included in the Conservation Area despite unsympathetic extensions to the part of the site to the east and rear of the original building.

- There are several unlisted buildings of townscape merit within the proposed extension. These include the three early 20th century bank buildings at the junction of Church Road, Church Street and Bridge Street, which have group value: the former Lloyds Bank building in particular stops the vista down Church Road. Other buildings of merit include the Crown Public House and the Priory Avenue Surgery with its Arts and Crafts detailing. Interesting details include the main door entrance and canopy of the original building, battered brick buttressing and a large oriel bay window at first floor level to the southern elevation. The original surgery building forms a valuable group with the adjoining pair of grey and yellow brick semi-detached shops typical of the period. This group of buildings forms a logical end to the extended Conservation Area. On Church Road, opposite the Griffin Public House, Nos 9 and 11, a pair of Victorian brick semis with original shopfronts and a gated passageway between them, stand out as being of townscape value.
- The height and scale of buildings in the area contribute to a uniform roofscape and skyline. A recent building in Church Road which has breached the skyline has a jarring effect on both the street scene and the roofscape, demonstrating how important it is for new buildings to respect the existing scale of the area.
- The bridge and the Church Road and Bridge Street junction form an important visual axis which is key to the proposed extension. However, while the buildings which link them, along the western side of Bridge Street, have a consistent age, scale and style, many have suffered unsuitable alterations, for example in clashing shop front details and in the changes to the former Thames Valley Hotel adjoining the bridge. Designation will help resist further deterioration.
- Caversham Bridge, providing the gateway to Caversham, is noted as a structure of interest by the Panel for Historical Engineering works of the Institution of Civil Engineers. Eight bronze lampstands mounted on the stone parapets were manufactured by the nationally important Bromsgrove Guild of Applied Arts.

Some other minor anomalies to the boundary of the Conservation Area have been resolved in this review. Where the boundary of the Conservation Area previously ran down the middle of the road in St Peters Hill and Church Road, it has been adjusted to the back edge of pavement on the far side of the road. On St Peter's Hill, the extension takes in some trees which appear self-seeded but which are important in views up the curve of the hill. On Church Road it encompasses the recently-removed large trees, to emphasize the importance of replacements to screen the adjacent modern apartments.

The existing boundary and the proposed boundary extension are shown on Map 1 on page 5.



Title: St Peter's Conservation Area
 Map 1 Proposed Conservation Area Boundary

Date: 15/06/2018 Scale at A4: 1:3,000

Produced by GIS & Mapping Services

Ref: M:\D\CD\Envir\Plan & Tran\Conserv\St_Peters_Proposed_Conservation_Area_2018



Conservation Area Appraisal

1. Introduction

1.1 Policy context

The purpose of an appraisal document is to ensure that the special interest justifying designation of the conservation area is clearly defined and analysed in a written statement of its character and appearance. This provides a sound basis, defensible on appeal, for development plan policies and development control decisions, and also forms the basis for further work on design guidance and enhancement proposals.

This Appraisal describes and defines the particular historical and architectural character and interest of the St Peters Conservation Area, highlighting those features of its character and appearance that should be preserved or enhanced and identifying negative features that detract from the area's character and appearance, and issues that may affect it in future.

The Historic England Good Practice Advice Note on the Historic Environment in Local Plans clarifies advice as given by the National Planning Policy Framework (NPPF) for the management of conservation areas as designated heritage assets. It notes that the NPPF states that planning should '... conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations'. It further states that local planning authorities within their Local Plan framework should '... have up-to-date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution they make to the environment'. This Appraisal is charged with providing the up-to-date evidence as needed for the establishment of the Local Plan in regard to the management of the fifteen Conservation Areas within Reading.

Sustainable development in conservation areas

The government has outlined a presumption in favour of sustainable development and clarifies the purpose of the planning system in achieving these goals. Sustainable development must, amongst other things, perform a role in protecting and enhancing our natural, built and historic environment. In relation to conservation areas the NPPF states: 'Local planning authorities should look for opportunities for new development within conservation areas and within the setting of heritage assets to enhance and better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.' This means that proposals that fail to fulfil these requirements should not be accepted and the NPPF explains that where a proposal involves harm to a designated heritage asset, it should only be allowed if the public benefit of the proposal outweighs the harm.

In order to make these judgements clear with accuracy, evidence must be laid out detailing the importance of the historical, heritage and cultural significance of the conservation area and its assets.

This Appraisal provides that evidence, in as reasonably detailed manner as possible. This Appraisal cannot hope to mention every building or feature within the Conservation Area that might be of value. Any omission should not be taken to imply that it is not of any interest or value to the character of the area.

This Appraisal serves to advise the implementation of policy guidelines as established by the Historic England Good Practice Guides for the Historic Environment and the Setting of Heritage Assets which have been put in place to support the NPPF of March 2012. It provides the needed background advice for the maintenance and delivery of a sustainable historic spatial vision for the area and to justify the protection and enhancement of the area. It defines the qualities and local distinctiveness that provide baseline evidence for the development of local policy with Local Plan documents, Supplementary Planning Documents (SPDs) and Article 4 directions as needed.

Its description of the area further lays out the background evidence needed for enforcement and also serves to advise investment and development within the area. It is meant to aid in informing proposals for new development and provide the solid evidence necessary to base the determination of planning applications on: either for new development or alterations to the existing historical fabric.

Policy changes and the new Local Plan

It is notable that 2017 was the 50th anniversary of the Civic Amenities Act of 1967 which created conservation areas in the UK. It is also notable that budgets for planning departments are under their greatest financial challenge since the implementation of that Act, and have greater challenges in being able to meet the lofty ideals for the development of conservation areas set forth in 1967. The Council's statutory duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 is to identify those parts of their area that are considered to contribute positively to '... special historic or architectural interest the character and appearance of which it is desirable to preserve or enhance' and to designate these as conservation areas. St Peters Conservation Area was formally designated on 29 April 1988 following a period of public consultation. The 1990 act further requires the Council to have 'special regard to the desirability of preserving or enhancing the character and appearance of the area' when exercising its function as a local planning authority.

Unlike listed buildings, conservation areas are not assessed against national criteria standards. In accordance with the NPPF and guidance standards set forth by Historic England, the Local Planning Authority sets its own standards within its Local Plan guidelines for how their conservation areas are to be maintained, protected and enhanced. Historic England recommends a re-evaluation of a conservation area once every five years. This conservation area has not been reappraised since 2009, and is overdue for reappraisal, and much has changed since then in terms of policy on a national and local level. National planning policy changed in 2013 with the introduction of the Enterprise and Regulatory Reform Act. This replaced Conservation Area Consent with a requirement for planning permission for the demolition of a building in a conservation area.

Locally, the Reading Core Strategy was adopted as policy in 2008, the Reading Central Area Action Plan followed in 2009, and finally the Sites and Detailed Policies Document was adopted in 2012. At time of writing, the maintenance of the Conservation Area is set out in the Core Strategy Plan adopted in 2008 which was last altered in January 2015. Certain SPD's (Supplementary Planning Documents) such as the Residential Conversions SPD and the Sites and Detailed Policies SPD aid in the implementation of the Core Strategy plan.

Proactively, in the Spring of 2016, the Strategic Environment, Planning and Transport Committee of Reading Borough Council, following national policy guidance, advised the creation of the Reading Conservation Area Advisory Committee (CAAC), which is a non-

statutory body formed of conservation sector professionals and other interested individuals throughout Reading to advise on the overall protection and enhancement of Conservation Areas in Reading.

It is expected that Reading Borough Council will adopt a new version of its Local Plan in 2019 which in terms of conservation areas and the historic environment, will be the overarching document that informs the Council on the management of Reading's fifteen Conservation Areas. It is largely anticipated that this document will enhance and make more specific policy provisions in the fulfilment of the Council's statutory duties in regard to the protection and enhancement of conservation areas.

1.2 Public consultation

This Appraisal is in a format recommended by Historic England. It has been prepared in conjunction with the Reading Conservation Area Advisory Committee (CAAC) and Caversham and District Residents Association (CADRA) and interested local people. Public consultation has been aimed at engaging with residents, businesses and other stakeholders in the area to help define what continues to be of special significance and worthy of protection and/or enhancement.

In 2016, following a two-day appraisal training workshop, sponsored and led by Historic England, a Launch Public Participation Afternoon was held on Saturday 16 July at St Peters Church, Caversham. Following an illustrated presentation on using the Oxford Character Assessment Toolkit, teams of people carried out a visual audit of the Conservation Area. This was a useful exercise in terms of gathering the opinions of the local community about the area. The information gathered has informed the findings in this Appraisal. Information on the Launch Event is set out in Appendix One

A six week period of public consultation on the Draft Appraisal which was subsequently prepared was held during July and August 2017, following extensive local publicity. Details of the consultation process and the responses received are set out in Appendix Two. Very strong support was demonstrated for both the proposed extension to the Conservation Area and also for the proposed actions and policies which seek to either retain or enhance the key characteristics of this Conservation Area.

2. Landscape setting

The Conservation Area lies on the north side of the Thames, to the immediate west of Caversham's shopping centre. It lies on the back slope of the Chilterns where the underlying geology is chalk. A steep ridge rising to the west, including Woodcote Road and the rise up to the church, provides a strong backdrop to the area and makes the church a prominent landmark in views from within and outside the area. Its steep southern slope, almost a river cliff, results from the Thames eroding into the back slope of the Chilterns, while the north-eastern slope of the ridge is formed by the Hemdean valley. The ridge is capped with gravels, supporting the dense tree cover which terminates western views from the area: this Chiltern-like scenery is supplemented by specimen tree planting from the Victorian and Edwardian development phases. The dense tree canopy conceals much of the development within it and, though outside the Conservation Area, is an important component of it. The tree cover on this ridge is also very important in longer views across and along the Thames.

At the foot of the ridge the ground flattens out and the tree cover diminishes. Here, where several ridge and valley routes converge into Bridge Street and onwards to the bridging-point, Caversham's historic core grew up. Its layout strongly reflects this origin.

3. History of the area

3.1 Archaeological heritage

Appendix Four describes the archaeological heritage which set out the early origins of the Conservation Area. There is potential for further discoveries within the Conservation Area when future ground works take place, and it is therefore recommended that all below-ground applications should be referred to the Council's advisory archaeologist for a view on whether archaeological investigation should be undertaken prior to development taking place.

3.2 Historical Development

Appendix Four sets out the historical development of the area around the Conservation Area in more detail, including maps which illustrate the extent of development.

Mentioned as a settlement in the 11th century Domesday Book, Caversham was during the medieval period a significant pilgrimage destination, across the Thames from the great abbey of Reading. The eastern part of the settlement was the site of the fortified manor house of William Marshal, Regent to Henry III, and of the wealthy shrine of Our Lady of Caversham. The western part of the manorial holding was focused around St Peter's church (consecrated 1162), the Holy Well of St Anne and the Chapel of St Anne on the bridge over the river Thames, important pilgrimage sites until the Dissolution in the 16th century. The local economy was based upon the traditional riverside trades of boat-building, fishing and basket-making from the osier beds of the flood plain. . Located at a strategic crossing point across the Thames, Caversham played a key role in the 17th century Civil War, and during the 18th century grew in importance as a route between Oxfordshire's agricultural hinterland and the markets of Reading.

The village expanded rapidly in the 19th century: a new iron bridge was built across the Thames in 1869, facilitating links with Reading, which was growing fast after the coming of the railways. Along with housing, trade, industry and schools, Caversham developed hotels and businesses

catering for the tourists coming for the popular fishing and boating on the river. A new rectory was built in 1840 and the Old Rectory was remodelled into a fashionable gothic mansion. The terraced riverside pleasure gardens were planted up to follow Victorian fashion, and the large productive grounds extended into the old chalk pit opposite the church and to the estate cottages on Buckside and down to the river. Victorian villas were built along Church Road beyond St Peters church. Alongside the old estate cottages and coaching inn, parades of shops sprang up on Church Road, joining those closer to the village centre on Church Street. Shops, businesses and apartment houses lined both sides of Bridge Street by the end of the 19th century. Rapid development meant that the 1869 iron bridge was inadequate by the turn of the century. Caversham Urban District became part of the Borough of Reading in 1911, with agreement for a replacement bridge and a new Reading road bridge further east. Work on remodelling the junction of Bridge Street, Church Road and Church Street began soon afterwards, but WWI intervened, and the new Caversham Bridge was not completed until 1926. Handsome banks were then built at the junction to service the thriving local economy. Parts of the Old Rectory estate were sold off in the early 20th century, and the house, by 1920 known as Caversham Court, was purchased by the local authority and demolished in 1933. The pleasure gardens were retained as a public park and the productive grounds below the church later turned into public allotments. A Heritage Lottery funded refurbishment, completed in 2009, recreated the 'footprint' of the earlier houses, restored the listed 17th century gazebo and reinterpreted the pleasure grounds to illustrate their history.

The later 20th century saw some modern infilling in the Conservation Area and increased pressures due to high traffic levels, Church Road continuing its key role as a link between South Oxfordshire villages and the bridge over the Thames.

Map 2 on page 12 illustrates the area's historical development by showing, in general form, the ages of its main groups of buildings.

4. Spatial analysis

This section, and those which follow, analyse the characteristics which define the area's qualities and justify its designation as a Conservation Area. All this is summarised in Map 3 on page 13.

4.1 Key characteristics and plan form

The layout and largely two-storey scale of the Conservation Area reflects its origins as a bridgehead village, where the Oxford, Peppard and Henley roads diverged beyond the Thames crossing. It has a T-shaped plan form. Key Characteristics in the eastern area include:

- Early village buildings largely two storey in character.
- Continuous Building frontages around junction and south side of Church Street.
- Buildings are tight to the road and back edge of pavement in these areas.
- Significant timber framed buildings survive which add character and make historic origin legible.

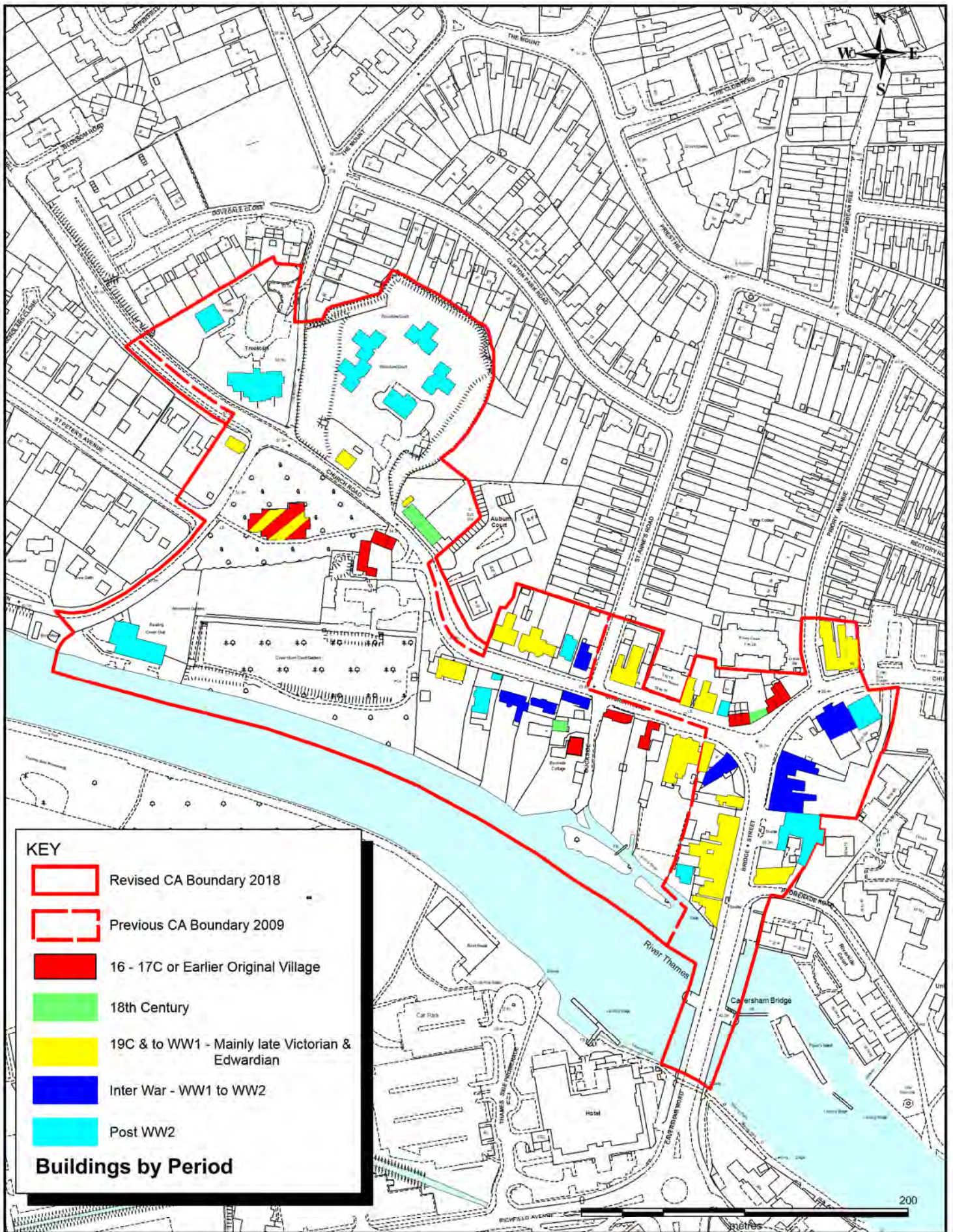
Other older buildings survive alongside roads. The western arm of this T-shape rises to the church and becomes more open: while buildings are close to the back of the footpath on its south side, the Victorian homes on the north side are set back further. The slope rises toward the site of the former 'big house' to the west, now comprising the green oasis of Caversham Court Gardens. Key characteristics in the western area include:

- The green enclosed 'oasis' of Caversham Court gardens.
- St Peters Church and tower stand alone and form the character of this part of the Conservation Area.
- Green 'wall' of the tree-clad ridge rises behind Caversham Court Gardens and the Church.
- Surviving boundary details, brick and flint walls add character and serve to unify this part of the Conservation Area.

This western arm of the historic settlement defines the present Conservation Area, while the proposed extension encompasses the whole 'T-shape', up to and including Caversham Bridge to the south. Victorian and Edwardian additions are complementary and follow similar alignments, set back somewhat within the current Conservation Area, but at the back of the footpath in the extension area. The combination of earlier timber frame and plain tile with later brick and slate is harmonious, producing a strong roofscape. Further key characteristics therefore include:

- Consistency of scale and materials between Victorian/Edwardian buildings and earlier village buildings.
- Well-detailed banks and similar commercial premises at the junction of Church Road and Bridge Street add to the character of the Conservation area.
- Bridge Street is an important visual corridor between the village core and the structure of the Bridge itself.

The Conservation Area has been subject to limited development pressures in recent years, affecting only three major sites: Woodrow Court, Treetops and the Reading Canoe Club. The first two retain the spacious wooded scale and character of the area and other key linking features, in particular boundary wall details, but the Reading Canoe Club building, whilst retaining important boundary walls, is less respectful of the character and appearance of the area. In the proposed extension area, the four storey height of the recent Caversham House development illustrates the sensitivity of the Conservation Area to development which abuts its boundary.



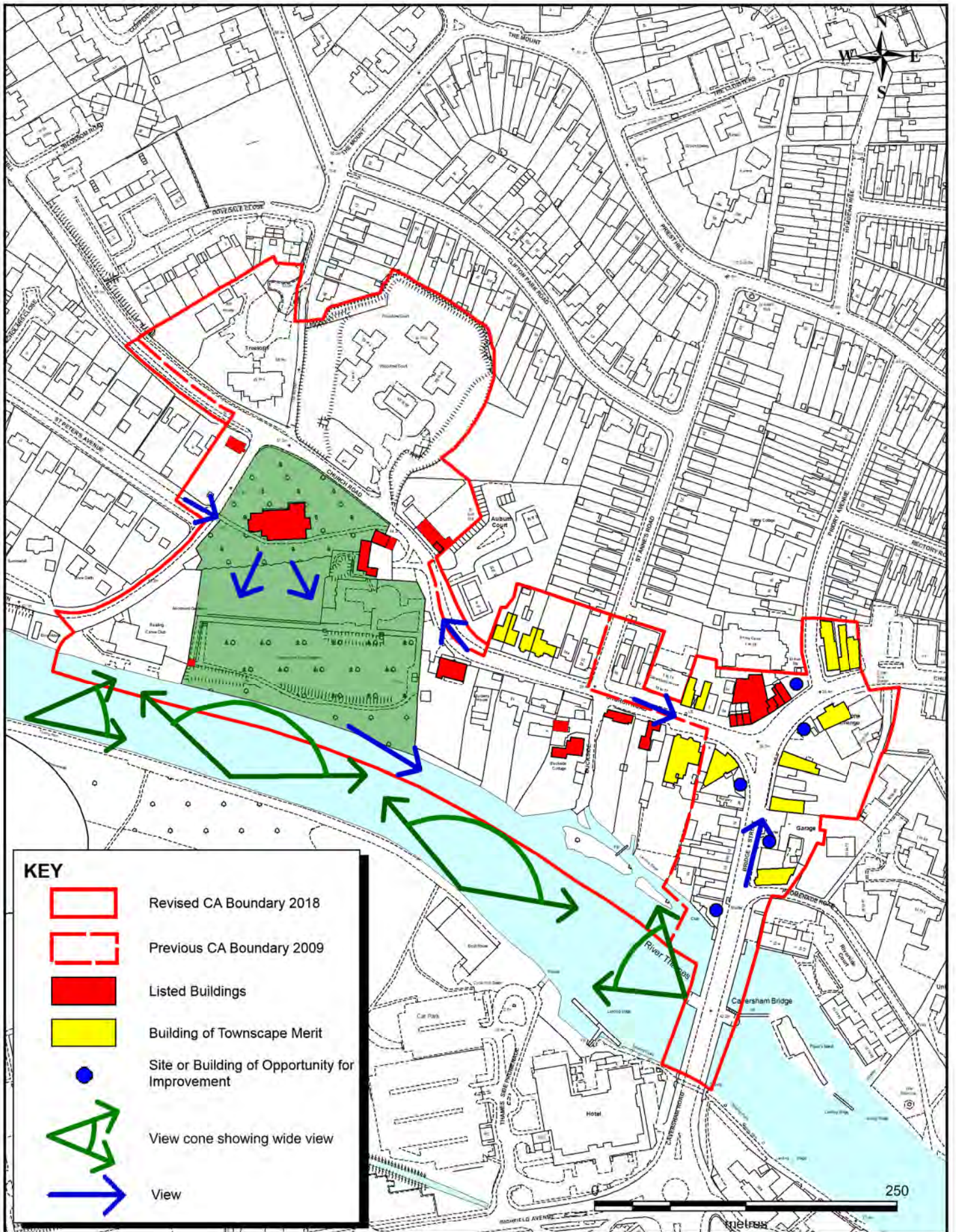
Title: St Peters Conservation Area
Map 2 - Building by age

Date: 15/06/2018 Scale at A4: 1:3000

Produced by GIS & Mapping Services

Ref: M:\D\CD\Envir\Plan & Tran\Conserv\St_Peters_Proposed_Conservation_Area_2018





Title: St Peters Conservation Area
 Map 3 - Features of Conservation Area

Date: 15/06/2018 Scale at A4: 1:3000

Produced by GIS & Mapping Services

Ref: M:\D\CD\Envir\Plan & Tran\Conserv\St_Peters_Proposed_Conservation_Area_2018



4.2 Views into the area

From the south, St Peters church on its heavily-wooded ridge is a key landmark, glimpsed among the trees in views from the bridge and the Thames promenade, as well as from the east and west along the river. The view of Caversham Court Gardens is also particularly important from across the river, as are the spacious and wooded gardens of houses on the south side of Church Road.

In summary, as shown on Map 3, important views into the area are:

- From Caversham Bridge looking north west across the Conservation Area to the green escarpment beyond.
- From the Thames Promenade to the south of the river looking across the Conservation Area to the escarpment beyond.

4.3 Views within the area

St Peters church is also prominent when viewed from Church Road and St Peters Hill. The double bend as the road ascends the slope means that the church and the gates and remaining buildings of Caversham Court close westward views within the area, supplemented by the Rectory, by the timber-framed buildings tucked into the hillside on the north side of the road, and by the massive backdrop of trees. While views into Caversham Court from the road are limited by its boundary walls, the reverse views looking down from St Peters churchyard are also attractive. The redeveloped site of Treetops, at No 2 St Peters Hill, also continues to dominate views towards the top of St Peters Hill, especially views from the south and east within the Conservation Area.

Views eastwards into the main shopping street are also important, punctuated by the large magnolia at the foot of Priory Avenue.

The view west down Church Street is stopped by the former Lloyds Bank building on axis with the street. Views eastwards into the main shopping street are also important, punctuated by the large magnolia at the foot of Priory Avenue. Views when passing over the bridge into Caversham are important, both east and west along the river and ahead into Bridge Street, where a significant group of listed buildings closes the view and makes Caversham's historic origins as a bridgehead village clearly legible. Except for some well-detailed bank premises, the buildings lining Bridge Street are not distinguished, but their spatial form is important in defining the linear character of this corridor. The former hotel abutting the west side of the bridge, though insensitively altered, creates an important portico to the area as a whole.

In summary as shown on Map 3, important views within the area are:

- View of St Peters Church from Church Road and St Peters Hill.
- Views south from St Peters Churchyard across Caversham Court and the Thames.
- View west down Church Street stopped by the former Lloyds Bank building on axis with the street.
- Views eastwards into Church Road punctuated by the large magnolia at corner of Priory Avenue.
- View north from Caversham Bridge and Bridge Street towards the group of listed buildings on Church Street.

4.4 Views out of the area

Only the churchyard and Caversham Court Gardens have significant views out of the area, across and along the River Thames. The gazebo in the Gardens was built to take advantage of such views. Although the Thames-side Promenade is an attractive walk on the opposite side of the River, the buildings in this view are unattractive. The new swimming pool adjacent to Rivermead Leisure Centre is visible from Caversham Court Gardens, and it will be important that sufficient tree planting takes place to screen the building as much as possible. Immediately to the west of Caversham Court the Reading Canoe Club building blocks off views to and from that direction, and is detrimental to the setting of the Conservation Area.

Elsewhere, views out of the Conservation Area are very limited, apart from a few glimpses of the river from Buckside and Bucks Eyot, and the view south along Bridge Street, which is closed by the rising arch of the road as it crosses the bridge.



*View towards the Conservation Area from
Caversham Bridge*



View towards the Conservation Area from the Thames Promenade

4.5 Trees

Caversham Court Gardens, the main significant area of formal green space in the Conservation Area, has many fine specimen trees. Reading Borough Council planted at least twelve trees when the gardens were restored and some aging trees were to be removed, and have recently planted twelve *betula utilis* as part of the remaking of an old shrub border. Elsewhere within the Conservation Area there are mature gardens with mature trees, which give the area around St Peters a verdant feel. Street trees make an important contribution to the street scene, especially near to Caversham Court, although there have been recent significant losses.

The heavily wooded escarpment beyond Caversham Court, towards and beyond The Warren, provides an important green backdrop to the setting of the Conservation Area, with mature trees providing effective screening of most buildings. It would be advantageous to consider using Tree Preservation Orders (TPOs) to protect individual trees sited outside the Conservation Area, but which make a particular contribution to the setting of the Conservation area.

In the proposed extension to the Conservation Area there are few trees. The large magnolia outside the Priory Road Surgery and the tree behind the former Lloyds Bank make important contributions and there are some small street trees at the junction of Church Street, Church Road and Bridge Street.

Some trees are protected by TPOs because of their importance to the character and appearance of the area. For other trees within the Conservation Area it is necessary to give the Local Planning Authority six weeks' notice of any intention to cut down, top or lop any tree. This also enables the Authority to consider whether to formally protect the tree with a Tree Preservation Order.

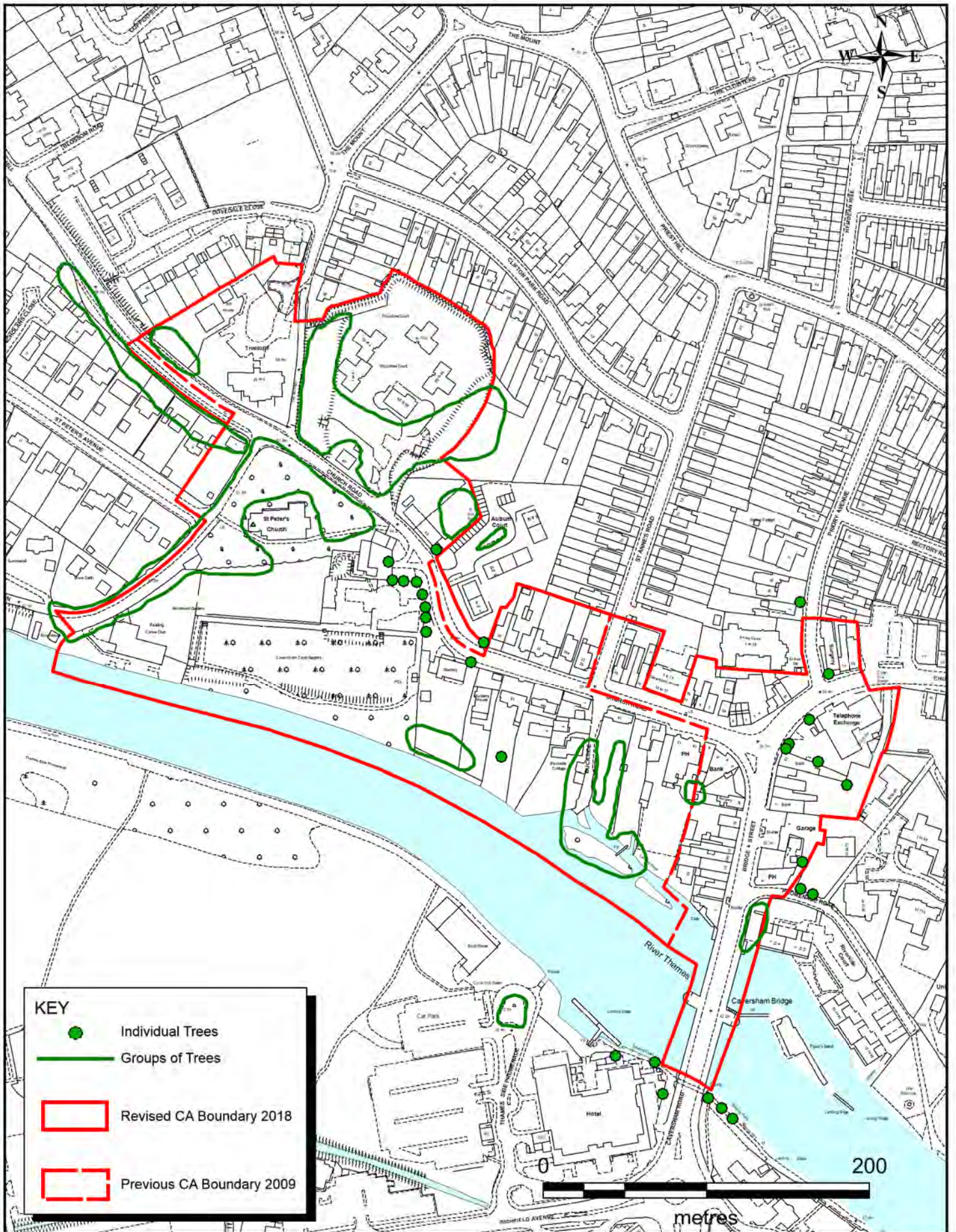
There are currently six TPOs in the Conservation Area: at Buckside (Bucks Eyot Islands); 16 Church Road; 20 Church Road (the Rectory); 31 Church Road; 47 Church Road and Woodrow Court, and 2 St Peters Hill, Treetops. There is one TPO in the proposed extension to the Conservation Area, at 2 Priory Avenue, the Surgery.

Street trees and those within Caversham Court are in Local Authority control.

Aerial photographs show significant loss of tree cover since 2009, when the last Appraisal was prepared, as the image indicating trees lost in the vicinity of Caversham Court Gardens shows. Because the majority of the mature trees which contribute to the character of the area were planted many years ago it will be very important to plan for succession planting.



Map 4 on the following page shows the location of trees in the street scene.



Title: St Peters Conservation Area
 Map 4 - Trees in the street scene

Date: 15/06/2018 Scale at A4: 1:3000

Produced by GIS & Mapping Services

Ref: M:\D\CD\Envir\Plan & Tran\Conserv\St_Peters_Proposed_Conservation_Area_2018



5. Buildings and Public Realm

5.1 Key positive characteristics

St Peters church and its tower, together with Caversham Court and the associated boundary walls, form the character of the western end of the Conservation Area. The use of red brick and flint for boundary walls down St Peters Hill and into Church Road serves to unify the area. Further east along Church Road, the built form of the original bridgehead village is still apparent. There is a core of listed 16th and 17th century buildings which are present in sufficient numbers to make this still legible. The winding nature of the road to St Peters Hill, together with its irregular building line and pavement width, visually demonstrate the unplanned nature of the rural historic village. The extension of the Conservation Area eastwards now includes the group of listed buildings at the junction of Church Road and Church Street (1, 3 and 5 Church Road and 4, 6, 8 and 10 Church Street) which together as a group form an important remnant of the original core bridgehead village.

The early village is overlaid with mainly late Victorian and Edwardian buildings constructed over a short time period. There is however a consistency of scale and materials between these buildings and the earlier ones. There are several unlisted buildings of townscape merit within the extended boundary area. These include the three Edwardian and late Victorian bank buildings at the junction of Church Road, Church Street and Bridge Street which almost form a group in their own right. The former Lloyds Bank building already makes a contribution to the original Conservation Area because it stops the vista down Church Road. Other buildings of merit include the Crown Public House and the Priory Avenue Surgery with its Arts and Crafts detailing. The surgery and the adjoining pair of grey and yellow brick semis form a group which marks the end of the extended Conservation Area. On the other side of the road the original 1930s neo-Georgian telephone exchange also makes a restrained contribution to the street scene. On Church Road, opposite The Griffin Public House, Nos 9 and 11, a pair of Victorian brick semis with original shopfronts and gated passageway between, have strong townscape value.

5.2 Building types and forms

The western end of the Conservation Area has historically been, and currently remains, residential in character, fronting what was originally a country lane out of the village centre. The majority of buildings are two or three storeys in height, of traditional construction with pitched roofs.

Most buildings in this area are in a good state of repair. There has been some deterioration on the north side of Church Road, with gardens replaced by gravel and paving, with bins visible and some off street parking. These issues may be due to conversion to flats or Houses in Multiple Occupation (HMO's). The result is that there is a potential risk to the character of these buildings. Of particular concern are the remaining garden walls of the four substantial semi-detached houses which are characteristic of the period in Reading (Nos 37, 35, 33 and 31). Apart from the church itself, the Reading Canoe Club and Caversham Court stables are the only non-residential uses in the western part of the Conservation Area.

In the proposed extension to the Conservation Area commercial uses increase and then predominate. Uses include banks, two public houses, the Griffin and The Crown, estate agents, small shops and restaurants. Upper floors are a mix of offices, residential or in some cases are vacant. The scale of building remains domestic, of two or three storeys and pitched roof

construction. In this eastern area some of the buildings are not well maintained. Many have suffered unsympathetic alteration and window replacement.

5.3 Materials, styles and features

The Conservation Area contains properties from several periods, but retains a 'village' character with buildings from the 16th and 17th century overlaid and complemented by buildings predominantly from the late Victorian and Edwardian periods. With the exception of some rendered and half-timbered cottages, and St Peters church itself, the buildings in the Conservation Area are generally of brick. Brick is one of the distinguishing features of Reading's architecture and there are examples of good quality brickwork throughout the Conservation Area. It was a popular building material in the 19th century and the ready availability of different coloured bricks provided the opportunity for the lively polychromatic brickwork found throughout this part of Victorian and Edwardian Reading. The town had several brickworks, the most notable being S & E Collier Ltd at Water Road and Elgar Road and two brickworks in the Tilehurst area. Pitched roofs prevail in the area, and a mixture of clay tiles and slate predominate.

5.4 Buildings of local historic interest and positive buildings

There are many listed buildings and structures within the Conservation Area and buildings of townscape merit within the proposed extension to the Conservation Area.

5.4.1 Listed Buildings

- 43 Church Road (Banksfoot). 2 storey early to mid C18. Colour washed brick. Old tile roof.
- 14 Church Road (Valentine Cottage). 1/2 storey late C17. Red brick. Old tile roof (hipped).
- 16 Church Road. 2 storey. Timber framed. Pebble dash front. Old tile roof.
- Buckside, Church Road. 2 storey. Mid C18. Painted and rendered brick. Old tile roof.
- Buckside Cottage, Church Road. 2 storey. C16. Timber framed. Colour washed. Brick infilling. Old tile roof.
- 20 Church Road (The Rectory). Including garden walls. Built 1840. 2 storey detailed villa. Red brick, stone details. Slate roof (hipped).
- NE end Caversham Court. Screen wall. Early to mid C19 flint on ashlar/brick base. About 10ft high. Stone coping and occasional pinnacles.
- Caversham Court Stables, Church Road. Mid to late C17. Once part of now destroyed Caversham Court. 2 storeys. Brick. Old tile roof. Cobbled courtyard surrounded by flint wall with ashlar/flint gate piers.
- Riverside Garden Pavilion, Caversham Court (The Gazebo). Early to mid C17. Reached by raised walk. 2 storey square plan. 1st floor timber framed. Ground floor brick. Early example of Flemish bond. Hipped old tile roof.
- Retaining walls to raised walk to Riverside Garden Pavilion. C17. Mostly brick. Part flint with brick banding and buttresses. Intermittent. Reconstructed 2009.
- Retaining walls of east-west terrace walk, Caversham Court. C17. Probably rebuilt C18. Supports yew hedge behind wall. Red brick. Stone gate piers to steps, incorporating stone corbel heads said to be from Reading Abbey.
- Retaining wall of St Peters Churchyard. C18/early C19 red brick. Interesting design of piers linked with concave sections. 14 bays.
- Church of St Peters, Church Road. Grade II*. Of various dates from C12. Principally C15 and High Victorian. Flint with stone dressing and old tile roof.

- St Peters Churchyard, Church Road. 11 tombs. Irregular layout against side of hill. Numerous head and slab stones. C17 to mid C19.
- 1 St Peters Hill (lodge to The Warren). Early C19. Picturesque 'cottage ornee'. Lint/ashlar details. Tiled roof (formerly thatched).
- 2-4 Church Street, C18 altered and refronted, 19C tile roof with 3 gabled dormers and crested ridge. Good group value, currently poorly maintained and first floor windows replaced with UPVC. Chimneys important to skyline.
- 6-8 Church Street, C17 two storeys, colour washed brick and plaster, original window frames to first floor. Chimneys important to skyline.
- 10 Church Street, C17 two storeys timber framed, old tiled roof. Chimneys important to skyline.
- 1, 3 and 5 Church Road, late C17, two and a half storeys, painted brick with old tiled roof with chimneys and 3 dormers. The listing notes indicate that 1 and 3 retain the original cross casement windows to the first floor, however those to No 1 have been removed.



The listed buildings at 1, 3 and 5 Church Road, and 4, 6, 8 and 10 Church Street together form an important group at the junction with Bridge Street.

5.4.2 Buildings of townscape merit

The eastern part of the Conservation Area contains several individual or groups of buildings of townscape merit.

- Two pairs of Edwardian semis, Nos 31, 33 and 35, 37 Church Road, red brick, ground floor bays, slate roofs. These four dwellings with typical red brick decorative boundary walls of the period for Reading complement the older buildings of the original village.
- The Griffin Public House, 10 -12 Church Rd, 1906, 2 storey, render and brick with polygonal bays, tiled roof with terracotta decorative griffins to two subsidiary gable ends.
- 9 and 11 Church Road, Edwardian, brick two and a half storeys, slate roof, gabled second storey, and brick end piers capped by terracotta balls. Gated cart way to centre. No 11 with original upper floor windows and both having original timber shopfronts.
- Former Lloyds Bank, 15 Bridge Street, 1928, grey and red brick, stone dressings to ground floor, two storeys plus a second storey set in a mansard slate roof, original sash windows to upper floors. The building is set on axis with Church Road and together with large tree in the garden behind makes a positive townscape contribution.
- Barclays Bank, 2 Church Road, circa 1928, 2 storey, red and rubbed red brick with stone dressings, central dressed stone pediment and balustrading at roof level, symmetrical facade.
- NatWest Bank, 7 Bridge Street, possibly 1890 and renovated during early C20, red brick with stone dressings, gabled facade with projecting stone dressings, part 3 storey, strong frontage to ground floor.
- The Crown Public House, 3 Bridge Street, C19 with early C20 reworking, buff yellow brick with pebbledash upper storey, strongly modelled street facade with 2 storey bay and projecting chimney work either side of a free style porch with black baluster columns and a semi-circular canopy, hipped tiled roof.
- Caversham Bridge, 1926, concrete and stone, some Art-Deco detailing, purpose designed viewing places on the central buttress. Noted as a structure of interest by the Panel for Historical Engineering works of the Institution of Civil Engineers. 8 bronze lampstands mounted on the stone parapets were manufactured by the nationally important Bromsgrove Guild of Applied Arts.
- Telephone Exchange, 15 Church Street, first half C20. The original neo Georgian telephone exchange with a symmetrical facade of its period, brick with stone door dressings, makes a good if restrained contribution to the street scene.
- Priory Avenue Surgery and 14 to 16 Church Street. Group value. The Priory Avenue Surgery, 1902, with Arts and Crafts detailing and a mature magnolia, on the corner of Priory Avenue and Church Street, forms a group with the two and a half storey buildings, 14 to 16 Church Street, of grey and buff brick typical of the late C19 in Reading. These buildings together form a group of similar scale and height which marks the limit of the proposed extension to the Conservation Area.



*Buildings of townscape merit
The three banks at the junction of
Bridge Street and Church Road form a
group*

*Two 20th century public houses, the
Griffin and the Crown, contribute to
the character of the area.*





At the eastern end of the enlarged Conservation Area, 14 and 16 Church Street form a corner grouping with the Priory Avenue Surgery. On the opposite side of the road is the neo Georgian telephone exchange

5.5 Public Realm - Floorscape, street lighting, street furniture and local detail

Road and footway surfaces are predominantly modern, with tarmac and concrete kerbs. Whilst generally in average condition, these surfaces are not attractive and not ‘traditional’ in conservation area terms. There is evidence of repairs to utilities throughout the area and some pavements are poorly maintained.

Signage and street furniture are predominantly modern. This is an area with considerable potential for improvement and rationalisation. The bronze decorative lampstands on the stone parapets of Caversham Bridge (see Appendix Four, page 49) make an important visual contribution to the setting of the Conservation Area, both unlit during the day and lit at night. They are showing signs of rust, most probably due to iron or steel plant holder brackets being clamped to bronze.



Decorative bronze lampstands, manufactured by the Bromsgrove Guild of Applied Arts, mounted on Caversham Bridge

There is only one cast iron street lighting column remaining in the Conservation Area, on the footpath leading up The Mount from St Peters Hill. It is believed that it was manufactured by the Samuel Griffith foundry which produced parts for the railways, and was based in Caversham Road until 1899 when it moved to Vastern Road. Any conversion of these historic lighting fittings to LED type lamps needs to be done with design sensitivity so as to maintain their visual appearance and light quality. Liaison with StreetCare would be appropriate. Properties in the Conservation Area rely on individual telegraph poles for telecoms provision, with wires radiating out to individual buildings.

Brick and flint walls and metal railings are found throughout the area and contribute to its character. A local detail in the western residential part of the Conservation Area, and unifying it, is the presence, with few exceptions, of brick and flint boundary walls, some including metal railings.

6. Character Areas

The Conservation Area has two distinct character areas and the proposed extension two more. They are described in this section and shown on Map 5 on page 27.

6.1 Caversham Court and the Church

This is the most historic and attractive part of the Conservation Area and the chief justification for its designation. As Church Road runs westward, it curves sharply to the right and then left as it begins to climb the deeply-wooded slope. The high walls and gates of Caversham Court Gardens, in mellow stone and flint, close this view, and the road beyond passes between a group of attractive historic buildings: timber-framed to the north and brick and flint to the south.

Above these walls and gates rise the rich variety of specimen trees in the Gardens, and through them can be seen the church, on a small plateau part way up the slope, nestling among more trees. Through the gates lies the green oasis of the gardens, which appear on the national "Register of Historic Parks and Gardens of special historic interest in England". Their importance is further reflected in the recent award of National Heritage Lottery funding for extensive improvements. Their character is defined by terraces rising up from the river, fine specimen trees, river views, attractive walls and interesting small buildings, and the footprint of Caversham Court which is set out in the paving.

6.2 Church Road

This corridor links the gardens area with the Bridge Street junction. On the south side, the large red brick Rectory is set forward and complements the garden walls in closing westward views. East of it, three unobtrusive recent houses are set back from the road before the corridor narrows markedly, with a recent brick building two ancient cottages and the Griffin Public House all set at the back of the footpath. Only two gaps penetrate this entire frontage: Buck Side, a private lane affording glimpses of attractive timber-framed cottages, and the passageway running down the side of the Griffin to provide limited glimpses of the river. Though very disparate in style and age, all these buildings hang together well as a group because of their similar two-storey scale and the limited palette of wall and roof materials. Woodrow Court is included within the Conservation Area for the quality of its surroundings rather than its buildings. The trees around the edge of the former chalk pit in which it has been

built make an important contribution to the green backdrop of this area. Beyond its boundary wall, The Mount is an attractive, mellow pedestrian route which contributes much to this area.

6.3 The Junction Area

This area is the historic meeting point of roads converging on Caversham Bridge, which is reflected in still being totally dominated by traffic and the accompanying clutter. But beneath this busy surface are features of real interest and merit. On the north side, closing long views from the bridge, is an important group of timber-framed buildings. They are of two storeys, though some have a third floor with dormers. They show a mixture of render and exposed attractive retained shop fronts, mellow plain tile roofs and a rich variety of chimneys. This group forms the core of the proposed extension. To their east the extended area terminates at the pleasant Arts and Crafts building which is now the Priory Avenue Surgery, with its splendid magnolia tree: to their west are two groups of three-storey Victorian shops, their gables lying end-on to the street to create a pleasing rhythm, though the western group has been badly altered above shop front level. In Church Road, opposite the Griffin Public House, a new building, Caversham House, has been inserted. While making efforts to reflect the materials and rhythm of its neighbours, its four storeys make it too bulky to fit in successfully. Nevertheless, all the shopfronts along this stretch, including these new ones, have a consistent and original character which is important in the townscape.

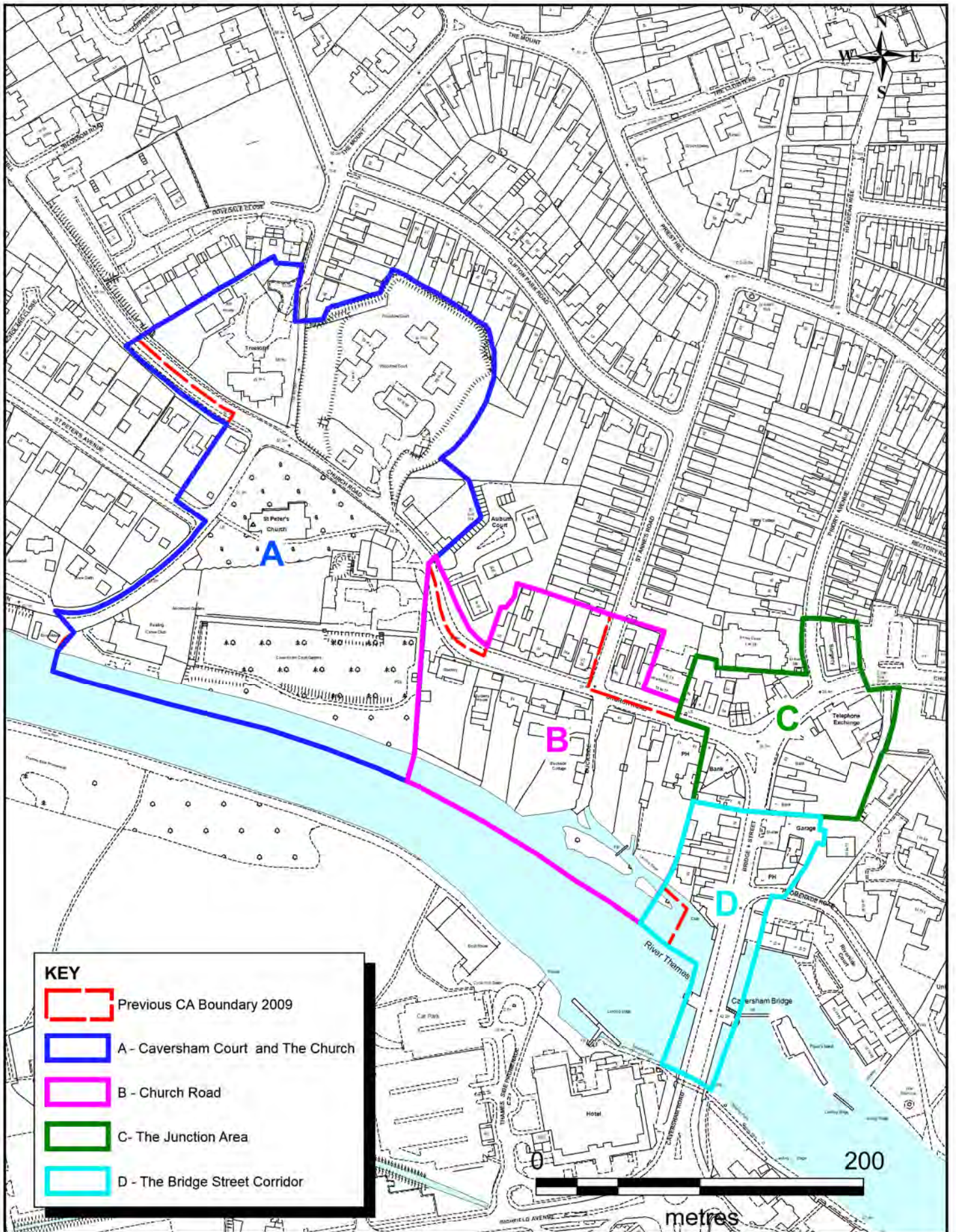
The south side of the junction has a consistent scale and range of materials. It features three well-detailed older bank buildings and some well-detailed shop buildings now used as estate agents and a restaurant.

6.4 The Bridge Street Corridor

The significance of this corridor lies in the way it links the important buildings around the junction with the bridge and the riverside, rather than in any intrinsic merit in the buildings themselves. On the western side is a mainly three-storey range of Victorian commercial buildings. They are well-proportioned, with an interesting rhythm of gables and dormers, but have fared badly over the years through unsympathetic ad hoc alterations and poor shopfronts. Nevertheless, they maintain a consistent scale and character which encloses and defines this corridor linkage. The former hotel on the riverside has been particularly mistreated, but it is a very important entry-point to the area. A sympathetic restoration would bring huge benefit in wider views across and along the river.

The eastern side has a pleasant two-storey public house, but then a large gap site occupied by a single storey garage set back behind a forecourt. Its sympathetic redevelopment, probably at three storeys at the back of the footpath, would hugely enhance this corridor as an entry-point into Caversham as a whole. A second gap site, on the corner of Bridge Street and Church Road, is an unsightly poster location and would greatly benefit from more sympathetic treatment or, preferably, a redevelopment of a scale and frontage complementary to its neighbours.

Map 5 on the following page shows the Character Areas



Title: St Peters Conservation Area
Map 5 - Character Areas Designation

Date: 15/06/2018 Scale at A4: 1:3000

Produced by GIS & Mapping Services

Ref: M:\D\CD\Envir\Plan & Tran\Conserv\St_Peters_Proposed_Conservation_Area_2018



7. Negative features, issues and opportunities for enhancement

The general state of repair of the properties in the western part of the Conservation Area is good, with some exceptions set out below. There are wider deficits in the repair and maintenance of buildings in the proposed eastern part of the Conservation Area, including to listed buildings. Both give some cause for future concern. In common with many of Reading's Conservation Areas, the area is lacking in the quality and the state of repair of the roadways, footways and street furniture. The overarching negative feature of the area is however the presence of the heavily trafficked main A4074 through the heart of the area and the noise, pollution, disturbance and visual intrusion which this brings.

7.1 Loss of original architectural details and features

As the photographs of properties in Church Road illustrate, flats or houses in multiple occupation have resulted in deterioration on the north side of Church Road. Replacement of walls and front gardens with gravel and paving can lead to loss of greenery, visible bins and parked cars. The house at the corner of St Anne's Road is well managed, with a garden at the front and parking spaces and places to store bins at the rear. There has been some replacement of original wooden window frames with UPVC frames. In some cases this has happened in listed buildings, probably without the required consents.

There is some further loss of original features elsewhere in the Conservation Area, compounded in some instances by poor maintenance. Whilst this may be small scale and incremental it is cumulative, which is progressively damaging to a small Conservation Area such as St Peters.



The front gardens and garden walls of these four substantial semi-detached houses in Church Road are under pressure. There is a potential risk to the remaining garden walls which are characteristic of the period in Reading.



Examples of gravel and paving frontage replacing the garden, with bins stored in front



Maintenance issues on a listed building



Velux roof lights would be preferable on rear slopes rather than on the road frontage



UPVC window replacements in a listed building. Opportunities should be sought to reverse such damage when maintenance, replacement or alterations are carried out. In the foreground a utilitarian mast, pole and cabinets also detract.

7.2 Character: walls and railings

Along Church Road some walls are in a poor state and require repair and some fences are badly deteriorating: one has been replaced by a modern low wall. At No 47 Church Road, on St Peters Hill beyond Woodrow Court, stretches of railing have inappropriately replaced walls. The fine historic walls along the Warren, behind the Caversham Court allotments and the Reading Canoe Club are in need of sympathetic renovation.



Railings replacing flint walls, St Peters Hill



Vulnerable brick boundary wall to Caversham Court allotments on The Warren



Traditional walls at risk

7.3 Street furniture and surfacing

There is a poor assortment of street furniture within the Conservation Area, and little unity between the bollards, litter bins, crash barriers and signposts which are required as part of the street furniture.

Pavements are patched following work by various utilities and are poorly maintained in places. The pavement on the south side of Church Road is narrow with an awkward camber, creating difficulties for pedestrians, especially people with difficulty walking or those using buggies or wheelchairs. This is unfortunate as it is the pedestrian route into Caversham Court Gardens. Parking on the pavement in front of Caversham Court also obstructs pedestrian movement.



Pavements poorly maintained in Church Street



Three different bollard types within a few metres of each other. Rationalisation to suitable cast iron bollards shown to the right could take place as and when maintenance or replacement is required, in conjunction with StreetCare, or when redevelopment occurs. At 13 – 17 Church Road unsightly concrete filled steel pipe bollards remain in front of the new development.



There is scope for the rationalization of street furniture. The lamp post next to a bin attached to a redundant pole crowd the pavement and detract from the listed building behind.

7.4 Vistas towards the Conservation Area

As set out in Section 4.2, there are several important vistas which look towards the Conservation Area from Caversham Bridge and the Thames Promenade on the south bank of the river; the views give the impression of a green escarpment rising from the river. Some relatively recent changes indicate the vulnerability of these views. The Reading Canoe Club, within the Conservation Area at the western end, detracts from the setting of the restored gazebo in Caversham Court Gardens. This could be simply ameliorated by planting some small trees or large shrubs when an opportunity arises. Further back a recent house in the area of the Warren breaches the tree line and the white gable emphasizes the intrusion (although this house is outside the Conservation Area). The green escarpment contributes to the character of the area. Important trees could easily be lost without understanding of the part they play in providing a solid green backdrop for the Conservation area. The cumulative effect of development on these important views should be considered by the Council when proposals for development are brought forward in The Warren and Upper Warren Avenue. It is vital that development in the vicinity of the Conservation Area is considered in terms of the effect it could have on the setting of, and views from within, the Conservation Area.



Buildings visible through tree cover on the Warren embankment

7.5 Heritage Sites

St Peters Conservation Area is the site of Caversham's oldest church, dating from the 12th century. Caversham Court Gardens are popular with local residents and visitors to Caversham. They provide a well-used tea kiosk and a venue for a variety of events. Visitors arrive from the nearest hub: the railway station, the Thames Promenade car park or Caversham centre car parks. They then walk along a very narrow and obstructed pavement with an awkward camber and with heavy traffic passing. Parking on the pavement frequently obstructs the footway outside Caversham Court. Those with wheelchairs, walking aids or pushchairs experience real

difficulty and can be forced into the very busy road. Obstructive parking could be dealt with by enforcement action or a physical barrier.



Parking on pavement outside Caversham Court, obstructing footpath

7.6 Development close to the Conservation Area

It is important to consider the effect of potential development outside the Conservation Area, or close to it, on the perceived quality of the Conservation Area. Recent four storey housing development in Church Road is higher than the prevailing two storey roofline in the Conservation Area. This illustrates the sensitivity of the Conservation Area to the impact of development which abuts its boundary.



Recent development in Church Road which is higher than the prevailing two storey roofline in the Conservation Area.

7.7 Treatment of the river bank

The north bank of the River Thames has a visually 'soft' treatment with greenery and gardens descending to the river edge and this adds to the quality of the setting. One length of riverbank has however been sheet steel piled in the past, adding a hard and discordant element to the river edge. Further sheet steel piling of other parts of the river bank should be avoided where possible. Sympathetic edge treatments should be sought where work is required to stabilise the river bank. Soft engineering solutions are now more readily available and in addition to aesthetic benefit, can offer habitat and ecological advantage.



Steel piling of the river bank

7.8 Key gap sites

Close to the junction of Church Road, Church Street and Bridge Street there are four key gap sites which provide both threats and opportunities. These sites are shown on Map 3 on page 13.

- a) adjoining the Priory Avenue corner
- b) adjoining the telephone exchange
- c) the tyre site in Bridge Street
- d) the advertising hoarding site on the Bridge Street Church Road junction.

All of these sites demand sensitive development solutions if they are brought forward for development.

7.9 The banks

The closure of the one of the banks at the junction of Bridge Street and Church Road, and the planned closure of a second, is of considerable concern, because of their prominent location, important character and historical significance in the heart of the area. Any work to existing or former bank premises should respect the architectural character of their elevations, including those at ground floor.

7.10 Traffic noise and pollution

The character and environmental quality of the Conservation Area is spoilt most by noise and pollution of traffic using the main A4074 Church Road and St Peters Hill, particularly during the rush hours. There appears to be no immediate solution to this problem. In the longer term traffic management solutions such as a Third Thames Bridge or weight restrictions on large vehicles could make significant changes to both the volume and type of traffic. The benefits of relieving the intense impact of traffic on this Conservation Area would be relevant to a cost benefit analysis of a further Thames crossing.

7.11 Tree loss

Tree loss has been recorded both in the Conservation Area itself and in the backdrop to the Conservation Area on the Warren escarpment as set out in para 4.5. Better monitoring of loss, and identification of visually significant groups of trees and succession planting is required. Community groups could contribute to this work.

8 Action Plan

Table 1 – All Conservation Areas

Policies, attitudes and actions which need to be applied to all of Reading’s Conservation Areas if the town’s remaining historic character is to be protected and enhanced as it should be. These apply to the St Peters Conservation Area as fully as they do to all, particularly with regard to the careful protection of architectural detail in any building alterations. It is acknowledged that these proposals have resource implications, especially for Reading Borough Council, at a time when resources are stretched and limited.

TABLE 1 ISSUES (a Borough wide response for all CAs)			
ISSUE	ACTION	WHO	TIMESCALE
Loss of original architectural features and details (see 7.1). Insensitive change and development not requiring planning permission, permitted development	Guidance: Provide guidance document on ‘approved’ methods for common small scale alterations Awareness: Provide householder information on the added value of ‘period detail’ and detail on economic alternatives for energy efficiency savings Material prepared by other planning authorities could be used as a model for preparing written guidance	RBC and CAAC	Within 1 year
Loss or change to original boundary features (walls and railings see 7.2)	Awareness: Provide householder information document on the added value and visual importance of boundary walls and railings Policy: Article 4 directions could be implemented as resources allow	RBC and CAAC	Within 1 year
Insensitive development undertaken without permission (see 7.1 e.g. window replacement in listed buildings)	Guidance: Provision of property owner guidance on legal requirements for alterations/development/treeworks in conservation areas. Enforcement: Legal enforcement by RBC to secure reversal of changes	RBC and CAAC RBC	Within 1 year Immediate and ongoing
Redevelopment within or adjoining the Conservation Area should respect the general height, massing and alignment of existing buildings and use a palette of materials which reflect its existing character (see 7.6)	Guidance, Policy: Supplementary Design guidance planning document for development in historic areas. Support: Use CAAC to gain informed comment on planning applications affecting Conservation Areas	RBC and CAAC	Within 1 year Immediate and ongoing

Poor street furniture, clutter and surfacing (see 7.3 and 7.5)	Training/Awareness: Council officers responsible for street signage, furniture and repair should have appropriate guidance on their impact on the Conservation Area and take this into account in planned maintenance	RBC	Within 1 year
--	--	-----	---------------

Table 2 – St Peters Conservation Area

Policies and actions which are specific to this Conservation Area, to retain and enhance its important contribution to the life of Caversham and of Reading as a whole. They may require some limited revenue resources, which it is recommended should be given high priority, but little or no public capital expenditure.

TABLE 2 ISSUES (Specific to St Peters Conservation Area)			
ISSUE	ACTION	WHO	TIME SCALE
The Conservation Area designation should be extended to include Caversham Bridge and Bridge Street (see SS5 the 2018 Boundary adjustment)	Adoption: Approve extension of Conservation Area	RBC	2018
Any redevelopment of the gap sites adjoining the Priory Avenue corner, adjoining the telephone exchange, the tyre workshop in Bridge Street, and the advertising hoarding site on the Bridge Street and Church Road junction, should not proceed without the preparation and agreement of a design brief taking into account their setting in the Conservation Area.	Design Brief: Preparation of Design Briefs for these sites	CAAC in consultation with RBC	To be agreed
Any work to existing or former bank premises should respect the architectural character of their elevations, including those at ground floor	Development Control: Owners and applicants to be made aware.	RBC	Ongoing
Any analysis of the costs and benefits of a further Thames crossing must include the benefits of relieving the intense impact of traffic on this Conservation Area (see 7.9)	Communication: RBC to make 3 rd Bridge Study team aware that this issue should be included in any Cost Benefit Analysis	RBC	Immediate

<p>Trees of visual importance in views from the Conservation Area, but lying outside it, should be identified, surveyed, and the most visually significant protected with Tree Preservation Orders. This applies particularly to trees to the west of the Conservation Area and at the southern end of Caversham Bridge. (see 4.5)</p>	<p>Survey Work: Local Community Groups to identify trees and groups of trees and the area where they stand</p> <p>Education: CAAC to have an educational role</p>	<p>Local Community Groups, CADRA and Caversham Globe</p> <p>CAAC</p>	<p>Within 1 year</p>
<p>Development materially altering the view west from Caversham Bridge, particularly any penetration of the tree canopy in The Warren area or substantial remodelling of the river edge, should be considered with careful regard to its wider impact. (see 7.4 and 7.7)</p>	<p>Development Control: An issue for Development Control officers as planning applications are considered</p> <p>A new Views policy in the local plan seeks to recognise the landscape and visual importance of this area</p>	<p>RBC</p>	<p>Ongoing</p>
<p>The quality of shop fronts on the north side of Church Road, including recent ones, should be recognised and protected from inappropriate change</p>	<p>Development Control: Consider Article 4 direction of Supplementary Design Guidance</p> <p>Communication: Contact building owners to advise them of the visual value of their shopfronts</p>	<p>RBC</p> <p>RBC and CAAC</p>	<p>As soon as possible</p>
<p>At the earliest opportunity, the large advertisement hoardings on the north-west corner of the Bridge Street/Church Street junction should be discontinued. In the meantime, an arrangement should be brokered between the site owners and local amenity groups for the latter to install and maintain a suitable amenity planting scheme, unless the current application for the site proceeds to development.</p>	<p>Communication: Contact site owners to discuss. Contact Caversham Globe to check out possibility of amenity planting, unless the current application for the site proceeds to development.</p>	<p>RBC and CAAC</p>	<p>Within 1 year</p>
<p>The bronze lampstands on Caversham Bridge are currently affected by rust, most probably due to iron or steel plant holder brackets being clamped to the bronze in the past.</p>	<p>This practice should be discontinued, the existing brackets removed, and brackets of a material compatible with bronze used in the future where plant holders are to be attached.</p>	<p>RBC with Reading in Bloom</p>	<p>As soon as possible</p>

Appendix One

Initial Public Consultation 16 July 2016

A Launch Event to publicize the Appraisal of St Peters Conservation area was held on Saturday 16 July 2016 in St Peters Church. 2000 copies of a flyer were printed:

**WE WANT
YOUR VIEWS
ABOUT ST PETER'S CONSERVATION AREA**

What makes this area special?

Following input from Historic England, a Community-led appraisal is to consider issues and problems, boundary extensions, future enhancement and management. This will be formally adopted by Reading Borough Council, subject to agreement.

If you live or have a business nearby or have an interest in preserving and enhancing the Conservation Area, please come along to the

Launch Event (with cake!)
on **Saturday 16 July at 4pm**
at **St Peter's Church, Caversham**

to learn more and give your views. Those interested are most welcome to join us in walking the area and recording what makes it special.

If you would like to participate but cannot attend on 16 July, please let us know. Contact details and further information at tinyurl.com/hxvh7cf.

Map reproduced with the permission of the National Library of Scotland

Design by Anke Ueberberg · www.ueberberg.co.uk

Prior to the Launch Event a section of the CADRA website was set up to provide the background to the Appraisal, including historical maps, photographs and other relevant information, and members of the public were invited to make their own contributions.

<http://www.cadra.org.uk/conservation-areas.php>

The event was listed on the CADRA Facebook page, which was accessed 371 times. An email was sent to all CADRA members, which covered around 500 households. And the event was publicized via the local Round and About magazine, the Caversham Bridge newspaper and The Friends of Caversham Court Gardens.

Flyers were delivered to houses and businesses within and near to the Conservation Area and the proposed extension to the area, and opportunities were taken to have discussions with interested members of the public at local events. In distributing flyers:

- Visits were made to all the businesses open on Bridge Street and Church Road, and contact was subsequently made with four business owners who were not available to tell them about the project (one email response).
- Leaflets were left with Walmsley and Masons estate agents.
- Leaflets were provided for the Lloyds staff room and the NatWest for community noticeboard.
- Eggleton Framers, Rowan carpets and Caversham Hardware store displayed flyers in their windows. Flyers were posted on the Caversham precinct noticeboard (repeatedly because they were removed), at Woodcote Way PO and on the noticeboards at St Peters church and St Andrews church.
- Leaflets were left in Central and Caversham libraries (plus one for the noticeboard), and at Alto Lounge, Delicious, Waltons Jewellers, Priory Avenue surgery, Caversham Court Tea Kiosk and St Peters Church.
- We knocked on doors and left leaflets at all the houses in the Conservation Area, plus nearby streets: St Annes Road, The Mount, Clifton Park Road, lower part of St Peter's Avenue, part of The Warren nearest St Peters, Priory Avenue, and Rectory Road. There was a high level of interest on Church Road, St Annes Road and St Peters Avenue in particular.
- We talked to the members of the public at Caversham Parish Fete on July 9th, the non-ticketed area of the Readipop Festival on July 10th and at First Sundays on 5 June and 3 July in Caversham Court Gardens.
- Permission was sought and obtained for people involved in the Launch Event to go into the precincts of Woodrow Court sheltered housing on 16 June to see the site; the manager informed residents about the meeting.

28 people attended the Launch event, where soft drinks and cakes were served.

The background to the new Appraisal was explained, and two illustrated presentations were given. These are both available on the CADRA website: <http://www.cadra.org.uk/conservation-areas.php>

The first showed the history of the Conservation Area and the proposed extension. The second introduced the Oxford Character Assessment Toolkit. Following the presentation those people who wished to take part in the Assessment divided into groups, and then walked around their assigned section of the area to complete the Character Assessment forms. The information gained during this exercise helped to inform the work subsequently done to prepare the draft Appraisal

During discussions before and during the Launch event it was explained that consideration could be given to extending the area covered by the Conservation Area, to include Caversham Bridge, Bridge Street and part of Church Street. The suggestion was favourably met, and we were not made aware of any objections to the proposal

Appendix Two

A: Public consultation on the Draft Appraisal of St Peters Conservation Area 8 July – 19 August 2017

The six-week public consultation on the Draft Appraisal was launched at St Peters Church Fete on 8th July and ran until 16th August. To ensure that the maximum number of people were aware of the Review and had the opportunity to comment, it was extensively publicised before and during the consultation period, and a wide range of ways were offered to respond.

Publicity in advance included information on the CADRA website and the CADRA and Caversham Traders Facebook pages, together with articles in the CADRA newsletter, the Caversham Bridge newspaper and Round & About magazine. Emails were sent to all CADRA members and forwarded by The Friends of Caversham Court Garden to all their members. Posters were displayed at 11 locations throughout Caversham, advertising both the launch event and the consultation campaign. Prior to the launch, flyers were delivered to all residential and business properties in the existing Conservation Area and its potential extension, and were also placed in over a dozen public and business locations. Councillor Page of Reading Borough Council wrote to all property owners within the proposed extension area to inform them of the proposal and the consultation process.

The CADRA stand at St Peters Fete was devoted to the Appraisal, which was summarised on a high-quality presentation board. A consultation leaflet summarised the Appraisal and asked for comments on nine key issues, on a spectrum running from strong disagreement to strong support.



At the launch, and throughout the six-week period, the public were offered the following means of response:

- To complete the leaflet questionnaire at the fete
- To complete it later and return it by post or by leaving it at Walton's Jewellers (who also kindly agreed to hold copies of the leaflet)

- To complete an on-line Survey Monkey facility set up for this purpose
- To read the whole draft Review, either on-line on the CADRA website or in copies held in Caversham Library, and then to respond as above

The presentation board from the fete was displayed at Caversham Library throughout the consultation period and a number of sessions held there at which volunteers spoke to library users. Copies of the consultation leaflet were left in prominent locations within Central Caversham throughout the consultation period.

The historical sources used in compiling the Review and a summarised version of the Oxford Toolkit analysis undertaken by volunteers at the inauguration event in July 2016 were posted on the CADRA website

Reminders of the consultation process and the closing date were provided during the consultation period by emails sent to CADRA members and members of the Friends of Caversham Court Gardens, and via Facebook posts by CADRA and the Caversham Traders.

As a result of this open and extensive process, a total of 161 responses were received to the consultation leaflet, and these are analysed in the next section of this appendix.

In addition six email responses, all positive, were also received. These are displayed on the CADRA website.

<http://www.cadra.org.uk/conservation-areas.php>

Conclusion

The Public Consultation on the Draft Appraisal described above demonstrates very strong support for the proposed extension to the Conservation Area and also for the proposed actions and policies which seek to either retain or enhance the key characteristics of this Conservation Area.

B: Responses to Consultation Forms, Draft Appraisal of St Peters Conservation Area, 8 July – 19 August 2017

161 responses to the consultation leaflet were received:

76 from St Peters Fete

50 from Caversham library, Caversham Court Gardens and Waltons

35 online

80 %, 129 respondents, lived within the RG4 postcode area

5%, 8 respondents, lived within other RG postcode areas

1%, 2 respondents, were from outside Reading

and 14%, 22 respondents, didn't state where they lived.

A list of streets and also a map showing the where respondents lived can be found on the CADRA website. <http://www.cadra.org.uk/conservation-areas.php>

5%, 8 respondents, lived in or owned property in the existing or proposed Conservation Area

4 %, 7 respondents, worked in or owned businesses in the existing or proposed Conservation Area

The results for the individual questions were as follows:

Question 1 Do you agree with extending the Conservation Area?

Strongly agree and agree	98%
Neither agree nor disagree	0%
Strongly disagree and disagree	2%
No response	1

Question 2 Any changes made to the older bank premises around the junction must respect their character

Strongly agree and agree	97%
Neither agree nor disagree	1%
Strongly disagree and disagree	2%
No response	1

Question 3 If any of the small undeveloped sites at the Priory Avenue corner – adjoining the telephone exchange, the tyre workshop on Bridge Street and the advert hoarding site on Bridge Street/Church Road – are considered for development, careful design briefs should be prepared for them

Strongly agree and agree	94%
Neither agree nor disagree	4%
Strongly disagree and disagree	1%
No response	1

Question 4 Any evaluation of the third Thames Bridge must take into account the potential for relieving the intense traffic in the Conservation Area

Strongly agree and agree	92%
Neither agree nor disagree	5%
Strongly disagree and disagree	1%
No response	2

Question 5 Trees which lie outside the Conservation Area but which benefit it visually, should be surveyed with a view to protecting them

Strongly agree and agree	90%
Neither agree nor disagree	8%
Strongly disagree and disagree	2%
No response	0

Question 6 Any development affecting views west from Caversham Bridge, especially if it affects the tree canopy or the river edge, should be very carefully considered.

Strongly agree and agree	94%
Neither agree nor disagree	6%
Strongly disagree and disagree	1%
No response	0

Question 7 As soon as possible, the large advert hoardings at the Bridge Street/Church Street junction should be discontinued and ways found to landscape the area in front of them

Strongly agree and agree	80%
Neither agree nor disagree	14%
Strongly disagree and disagree	4%
No response	1

Question 8 Householders and other owners should be offered advice on the legal limits and design aspects of carrying out common small alterations in ways which support and improve the character of the Conservation Area. This should particularly include advice on the importance of boundary walls, railings and trees

Strongly agree and agree	94%
Neither agree nor disagree	4%
Strongly disagree and disagree	2%
No response	0

Question 9 Council officers responsible for street signs, street furniture and repairs should have guidance on their impact on the Conservation Area and take this into account in routine maintenance

Strongly agree and agree	98%
Neither agree nor disagree	1%
Strongly disagree and disagree	1%
No response	1

Non-responses to individual questions mean that not all totals reach 100

Appendix Three

Supporting Information on the CADRA website

The CADRA website contains the supporting material which was put together to provide background information for use in preparing the Appraisal. Contributions from members of the public were invited, and it is intended that additional material will be added if it becomes available.

<http://www.cadra.org.uk/conservation-areas.php>

Resources include:

Map and key for existing Conservation Area

2009 Appraisal document

Initial appraisal of some of the issues facing St Peters Conservation Area

Historic England Advice Notes

Oxford Toolkit

Results of Oxford Toolkit Exercise in Caversham, July- August 2016

Map links

Photos link Reading Library

Listed buildings in Caversham

Heritage Gateway

List of historical sources used for the Appraisal

Public Consultation, 8 July – 19 August 2017

Consultation leaflet

Display board used at the fete and in the library

Consultation Results

Streets where respondents live

Map of where respondents live

Emails received at Appraisal@cadra.org

Appendix Four

Archaeology and Historical Development of the area

Archaeology

Before the 12th century

In early times the riverside setting of the Conservation Area was open and accessible. It was a prime location for short-term settlement, with the river gravels providing much needed raw materials for making flint tools. Much of the evidence to date comes from sites which have been disturbed, and therefore provides limited information about how people lived. Only one human burial has been identified. Any future discovery of undisturbed archaeological remains would enable an expansion of understanding about why the area was attractive to people in prehistory and how they used the natural resources around them.

Medieval settlement focal points

Caversham is mentioned in the Domesday Book as a settlement in the 11th century. It was independent from Reading, separated by marshlands on the south side of the River Thames, but connected by Caversham Bridge and a toll road. The settlement was associated with St Peters parish church, the Chapel of Our Lady (location unknown), the Chapel of St Anne on the bridge and a manorial holding. The western centre of the manor was around the present-day Caversham Court, with land holdings extending westwards towards the beginning of Mapledurham Manor, near Chazey Court Farm.

Archaeological investigations at present-day Caversham Court identified activity of medieval date, and trade with other important settlements, such as Maidenhead and Denham in Buckinghamshire. The medieval manor was held by the Priory of Notley from the 12th century until the Reformation in the 16th century. St Peters parish church, both Chapels and St Anne's Well were all important religious sites. The Chapel of Our Lady was one of a number of important sites of pilgrimage during the medieval period and would have generated a rich source of income. St Anne's chapel on the bridge was demolished at some time before the 18th century and a ferryman's cottage was built on the site.

As it was next to a manorial holding, the medieval settlement was likely to have been organised into plots which focussed on the street frontage. Small scale craft activities would have been located to the rear. These plots within the Conservation Area have archaeological potential, unless they have been truncated by later medieval development. After the Reformation the settlement would have grown in a more organic way.

Caversham played a role in the Civil War during the mid-17th century. A section of the bridge was taken down by the Parliamentarians, and a redoubt was located on the southeast corner of Caversham Bridge. The gazebo, in what was then The Rectory, had a commanding view over the river, providing a strategic viewing point.

After the Reformation the manor was given to the Dean and Chapter of Christchurch College, Oxford, which rented the land. In 1588 the Caversham estate was described in Chancery proceedings as having a house, barn, stable, brew house and malt house. Beyond the house there were tenements and further associated buildings, including the dove house, the barn adjoining the churchyard, the orchard and gardens. The estate also held adjoining land: all glebelands, the mount, the warren, the chancel, the churchyard, the hides and the Great Mede. From the 17th to the late 18th century the estate was rented and parts of it were sold off.

Historical Development



1761 Map

The 1761 map shows Caversham as having two distinct parts, east and west. In medieval times, the eastern part was of great importance: it was the site of the fortified manor house of William Marshal, Regent to Henry III, and of the shrine of Our Lady of Caversham, a pilgrimage site of national importance. The western part was clustered round St Peter's church (consecrated in 1162), the medieval holy well of St Anne and Caversham Bridge, with its chapel to St Anne. Very little of the eastern village remains, so the conservation importance of the western area is as the sole remnant of an important medieval settlement, as well as its own intrinsic merit in townscape terms.

It is centred round the church of St Peter, the bridge and the river, with the winding lanes and field structure of an agricultural economy. The existing listed buildings on what is now Church Road are the remnants of a country lane following the main trading route and the medieval pilgrimage way from Reading, across the river and westwards towards Wallingford. The first mention of a bridge at Caversham was in 1231, but pilgrims are known to have travelled from Reading Abbey to St Anne's Well and the Shrine of Our Lady in Caversham. St Peter's church was an Augustinian foundation linked to Notley Abbey in Buckinghamshire, rather than to Reading Abbey. The original clergy dwelling was replaced by a Tudor house, The Rectory, with extensive grounds and estate cottages.



1877 Map

The 1877 map shows the rapid expansion of Caversham, after a new iron bridge was built across the Thames in 1869. The eastern side of Bridge Street is already built up from the Crown Public House along to Church Street. The south side of Church Road is built up, with the Griffin Inn and stabling a prominent feature, opposite the smithy necessary for servicing the carts and horses needed to get up the steep hill past St Peters church. Cottages forming part of the Old Rectory estate cluster down Buckside, leading to the river and the eel bucks. A new rectory was built in 1840 and the Old Rectory remodelled into a fashionable gothic mansion by the owners, the Simonds family of bankers and brewers. The terraced riverside pleasure gardens were planted up to follow Victorian fashion, and the large productive grounds extended into the old chalk pit opposite the church.



Early 20th century map

From the 1880s the western side of Bridge Street was built up, the last building being the Thames Valley Hotel, opened in 1891, catering for the growing number of people arriving in Caversham for the boating, fishing and other leisure activities offered on the riverside. The traders expanded to meet the tourist demand, adding a stationer, coffee tavern, a watchmaker, plumber and apartment houses on the western side of the street to the wine and spirit merchant, baker and confectioner, boot and shoe maker, corn dealer and coal merchant on the east; and after the turn of the century an auctioneer and estate agent opened, dealing in residences and estates in Caversham and Reading. In Church Road, the New Police Station was built on the north side. In the 1890s, work on improving the sewerage, lighting, road surfaces and pavements was under way. The site of the former Lloyds bank was known as Berry's corner, where saddler and harness-maker Arthur Berry had a shop from the 1880s until 1915. By 1911, when Caversham Urban District became part of the Borough of Reading, the row of shops on the north side of Church Road included a tailor, hardware store, coal merchant, bootmaker, draper and milliner, confectioner, tobacconist and hairdresser. Amongst the better-known inhabitants of the western side of Caversham, William Wing, architect and developer of much of Caversham Heights, lived at No 11 Bridge Street, while opposite, at No 20, lived the descendants of the Havell family of artists, distinguished for their 19th century paintings of the views from Caversham Bridge.

The rapid development of Caversham meant that the 1869 iron bridge was already inadequate by the turn of the century. A new Caversham Bridge was completed in 1926, following the construction of a new Reading road bridge further east.

There are 8 bronze decorative fittings with glass lamp protectors mounted on the stone parapets of Caversham Bridge, marked 'Bromsgrove'. The Bromsgrove Guild of Applied Arts, founded in 1898, was a company of modern artists and designers which grew out of the Bromsgrove School of Art and was associated with the Arts and Crafts movement. The Guild worked in metal, wood, plaster, bronze, tapestry, glass and other mediums. In 1901 the metal workshop was expanded, with representatives of the Guild based across the country. In 1905 it received a commission to provide railings and gates enclosing Buckingham Palace and the

Queen Victoria Memorial, a project completed in 1908, for which a Royal Warrant was awarded. The company also built the Liverpool Liver Birds.

Parts of the Old Rectory estate were sold off in the early 20th century, and the house, by 1920 known as Caversham Court, was purchased by the local authority and demolished in 1933. The pleasure gardens were retained as a public park and the productive grounds below the church turned into public allotments. A Heritage Lottery funded refurbishment, completed in 2009, recreated the 'footprint' of the earlier houses, restored the listed 17th century gazebo and reinterpreted the pleasure grounds and its listed features to show the landscape history of the gardens and the stories of the families who once lived there.

Map 2 on page 12 illustrates the area's historical development by showing, in general form, the ages of its main groups of buildings.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	2 JULY 2018	AGENDA ITEM:	9
TITLE:	ADOPTION OF THE RE3 STRATEGY 2018-2020 AND THE WASTE ACTION PLAN FOR READING		
LEAD COUNCILLOR:	SOFIA JAMES/TONY PAGE	PORTFOLIO:	NEIGHBOURHOODS AND COMMUNITIES
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CRIS BUTLER / DAVE MOORE/ OLIVER BURT	TEL:	0118 937 2068 / 0118 937 2676
JOB TITLE:	ACTING HEAD OF TRANSPORTATION AND STREETCARE / NEIGHBOURHOOD SERVICES MANAGER / re3 STRATEGIC WASTE MANAGER	E-MAIL:	cris.butler@reading.gov.uk / dave.moore@reading.gov.uk oliver.burt@reading.gov.uk

1. PURPOSE OF THE REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to introduce and seek adoption of the re3 Strategy 2018-2020, as endorsed and recommended by the Joint Waste Disposal Board, comprising Bracknell Forest Borough Council, Reading Borough Council and Wokingham Borough Council.
- 1.2. To inform the Committee of the current work on the Reading Waste Minimisation Strategy 2015-2020, and the proposals to bring it into line with the re3 Strategy and produce a Waste Action Plan for Reading.
- 1.3 Appendix A - re3 strategy 2018-2020.

2. RECOMMENDED ACTION

- 2.1 That the Committee adopts the re3 Strategy 2018-2020 as recommended by the re3 Joint Waste Disposal Board on 27th April 2018.

2.2 That the Committee notes the outline objectives of the emerging Reading Waste Action plan and the intention to develop a more detailed action plan to deliver the aims of the re3 strategy.

3. POLICY CONTEXT

3.1 The adoption of the re3 Strategy 2018-2020 and the associated action plan contribute to the Council's service priority of 'Keeping the town, clean, safe, green and active', by focussing on reducing the net cost of waste and recycling 50% by 2020. In addition, the Council has set ambitious savings targets of over £2 million around waste services and therefore this strategy is also key to ensuring the Council remains financially sustainable going forwards.

3.2 The EU Waste Framework Directive 2008 sets a new recycling and re-use target of 50% for certain waste materials from households and other origins similar to households to be achieved by 2020. This target has been transcribed into UK law and will remain after Brexit.

4. THE PROPOSAL

4.1 The re3 Strategy.

The re3 Strategy principally relates to the statutory waste disposal function of the re3 Partnership comprising of Bracknell Forest, Reading and Wokingham Borough Councils. It is an important document because, once adopted, it will represent both: (i) the specific performance targets for the individual re3 councils, and (ii) the agreed consensus within the re3 Partnership in support of strategic development up to 2020.

4.2 The re3 Strategy aims align with those of the RBC Waste Minimisation Strategy 2015-2020 in order to ensure the effective strategic partnership between collection and disposal functions.

4.3 The re3 Strategy for 2018-2020 has two principal aims. They are:

- Reduce the net cost of waste
- Recycle 50% by 2020

4.4 Both aims require enhanced collaboration between the statutory waste disposal function and the statutory waste collection function. However, while the re3 Board is constituted to manage the former, its composition (and the supporting officers) affords the individual partner authorities, and their respective relevant waste functions, with the capacity for genuine strategic partnership. This capacity for collaboration is a key opportunity and practical strength of the shared arrangements on waste

4.5 The re3 Strategy objectives, which provide a focus for strategic activity over the range of issues affecting the re3 Partnership are as follows:

- The re3 Strategy once again prioritises food waste (objectives A and H) because it is a waste management issue which has both direct and indirect financial outcomes for residents;
- It includes a series of targets and indicators for each individual council (C1-C3);
- It includes targets for the two re3 Recycling Centres and for the Material Recycling Facility (MRF);
- Objectives (F, G, K and L) relate to the ongoing development of waste management facilities;
- The strategy identifies the potential for the re3 Councils to work alongside the Waste and Resources Action Programme (WRAP) in response to concerns about the amount of plastic waste, continue building on the recent campaign on the recycling of pots, tubs and trays. Consistent engagement with residents, at local and partnership levels, is absolutely essential in achieving higher levels of recycling and efficient services.

4.6 The re3 Strategy reviews the following strategic schemes and discussions:

- A brief analysis of the background to re3 performance since commencement of the re3 Contract in 2006/07.
- Background information about current discussions within the waste management industry, around new approaches to measuring waste performance. Traditionally this has been based on the mass (tonnes) of the waste being managed. However, other indices, such as the carbon impact of waste, are increasingly being mentioned as offering a more relevant perspective.
- The re3 Strategy introduces a means of illustrating the cost of waste (as our current most relevant perspective) alongside the tonnage.
- The relationship between policies on waste collection and waste management/disposal, and vice versa. This is particularly important in ensuring that the impact of policy changes are fully understood and intended outcomes are delivered.
- Finally, the background information reviews the growing relevance of flats and multiple occupancy dwellings. As household numbers continue to rise across the re3 area, the proportion of such properties is growing. While high levels of performance are harder to achieve in these types of development, they cannot be overlooked. There is a continuing need for collaboration on best practice and operational solutions.

5. The Waste Action Plan for Reading

- ### 5.1 The aims of the re3 Strategy and the Reading Waste Minimisation Strategy were aligned in 2017 to ensure co-ordination of work streams and strategic

partnership working. Officers currently work closely with re3 and partner authorities to share resources and best practice around common themes such as waste collection from flats, the introduction of kerbside food waste and recycling and communication initiatives.

5.2 It is now appropriate to replace the Reading Waste Minimisation Strategy with a Waste Action Plan for Reading which sets out a clear path for the delivery of the high-level strategic objectives of the re3 Strategy and the specific service development priorities for Reading Borough Council including the need to deliver substantial savings as set out in the Council's Medium Term Financial Strategy.

5.3 The key objectives of the emerging Waste Action Plan for Reading will focus on reducing cost and will include:

- Introduction of weekly kerbside food waste collection.
- Steps to improve diversion of recyclable material from the residual bin to recycling.
- Reductions in the contamination of recyclable material with non-recyclable wastes, by way of a dedicated team of Waste Officers.
- Improved and sustained communications campaigns, including schools.
- Improved direct contact with residents, businesses and landlords.
- Further promotion of the Council's trade waste offer
- Hard market testing of the waste service.

The Waste Action Plan will set out the actions and milestones relating to each objective, and performance will be monitored regularly and reported to subsequent meetings of the HNL Committee as appropriate.

6. CONTRIBUTION TO STRATEGIC AIMS

6.1 The re3 Strategy is designed to address the key re3 Partnership objectives to:

- Reduce the net cost of Waste
- Recycle 50% by 2020

6.2 The re3 Strategy and the Reading Waste Action Plan also support the specific Reading Borough Council Corporate Plan Service Priorities of:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.
- Ensuring the Council remains financially sustainable

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 None for this report.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, the Council must, in the exercise of its functions, have due regard to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act.
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 The Council has reviewed the scope of the strategy as outlined within this report and considers that the proposals have no direct impact on any groups with protected characteristics.

9. LEGAL IMPLICATIONS

- 9.1 The Council has duties under various UK and EU legislation to deliver waste collection and disposal services, principally the Environmental Protection Act 1990 and the revised EU waste framework directive 2008.

10. FINANCIAL IMPLICATIONS

- 10.1 There are no specific financial implications arising from the adoption of the re3 Strategy. However, the delivery of its objectives will be the subject of future decisions and the reports that support them will detail relevant businesses cases detailing specific financial outcomes.
- 10.2 The Council has set ambitious savings targets of over £2 million around waste services and they form part of the Council's Medium Term Financial Strategy adopted at Policy Committee in February 2018.
- 10.3 The Waste Action Plan for Reading, will (as has been indicated earlier in this report) have financial implications and, similarly, these will be detailed in the relevant reports to the relevant committee.

11. BACKGROUND PAPERS

- 11.1 re3 Strategy 2018-2020
re3 Strategy 2016-2017

The following HNL reports:
HNL Committee November 2017



re3 Strategy 2018-2020

INDEX

PART 1

- 1. re3 Strategy 2016 to 2017**
- 2. Analysis of Performance**

PART 2

- 3. re3 strategy (2018 to 2020)**
- 4. Vision**
- 5. Objectives**

PART 1

re3 Strategy 2016 to 2017

The previous re3 strategy, for 2016 and 2017, provided a focus for the re3 Partnership in addressing the need to reduce the net cost of waste and to recycle 50% by 2020.

The planning for that re3 Strategy helped the councils reach consensus on a direction and approach to their shared waste service and some important aspects of their retained, individual, waste collection services. During a time when the waste management industry is largely united in making calls for greater leadership, the shared focus of a local plan for the re3 Partnership was an undoubted benefit. Specifically it also led to:

- The introduction of the recent changes to recycling and the introduction of pots, tubs, trays and cartons.
- Closer working between the councils on development guidance in relation to waste, particularly in the cases of Permitted Development and multiple occupancy dwellings.
- The development of new access arrangements at the Recycling Centres and savings of c£2mpa.
- Cooperation on both treatment and reduction of food waste.
- Specific reporting on the links between the volume of waste receptacles provided by councils and their recycling performance.
- Collaboration on Minerals and Waste Planning.
- Cooperation on promoting greater utilisation of the re3 Facilities.
- The development of the first re3-wide incentive scheme for glass recycling, the 'Lotta Bottle' campaign.
- Further cooperation and coordination on communication with (and from) residents about waste and recycling.

Analysis of Performance

This section of the re3 Strategy provides some detailed background information on the conditions in which the re3 Partnership has operated, and principally *how* it has operated. It also indicates where past performance points to activities and improvements in the future.

Although we have set out, in this re3 Strategy, to look at the financial outcomes from waste as a separate perspective, it is important to keep in mind that the financial and performance outcomes are closely linked. An improvement in performance, as judged by the Waste Hierarchy, should have a direct relationship to improved financial outcomes. As such, this background information is presented as an important guide and indicator for decisions that need to be taken now (2018-2020) and for the longer term.

Figure 1 shows the tonnage that was expected to be managed through the shared re3 Contract at its outset as the blue line. The red line reflects actual tonnage while the later green section is the current predicted tonnage for the next two years. The graph illustrates two factors on waste that have undoubtedly made an impact since the re3 contract commenced.

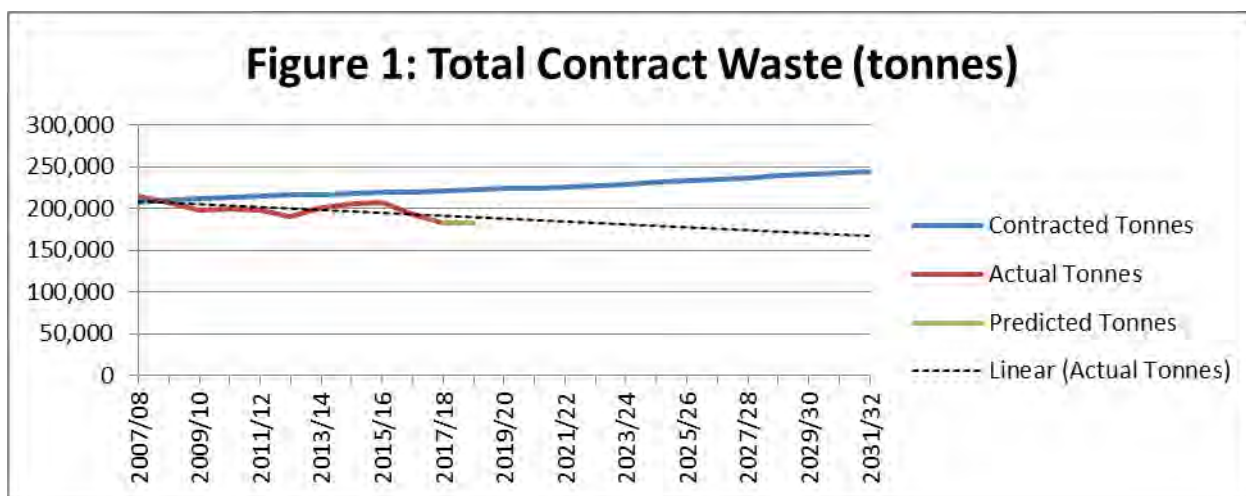
Household waste is related to household purchasing confidence. The first factor is that consumer confidence was moderated by the financial crisis in 2008/09. This quickly led to less waste being received than was anticipated and the downward trend continued until 2012/13. Another aspect of this was the fall in use of newsprint. While it was arguably inevitable at some point in time, the

A waste management partnership between Bracknell Forest, Reading and Wokingham Borough Councils.

re3 Project Team - 22 June 2018 - Page 3 of 30

Classification: OFFICIAL

reduction in use of newsprint was affected by falling advertising revenues (arguably also linked to the financial crisis) and the emergence of far more convenient and powerful phones and tablets upon which news could be accessed.



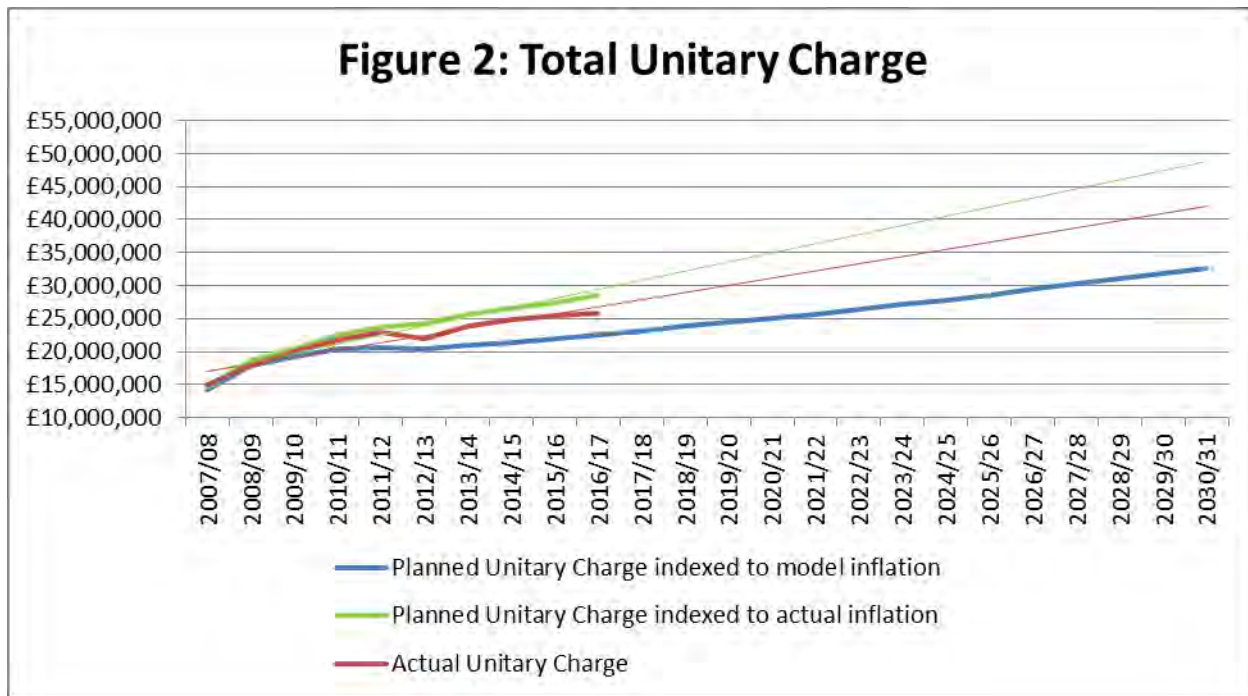
The second factor has not caused such an immediate impact but is nonetheless contributing as an influence. It is that packaging has become lighter. For very good reason, retailers and producers of consumable products have worked hard to reduce the mass represented by packaging. Whilst not overlooking the urgency of making improvements in relation to the use of plastic, the outcome of this 'light weighting' has played a key role in keeping food fresh, for example, whilst using much less packaging than before.

It is important to stress that the trend line (shown as a broken linear) is most unlikely to be realised as actual tonnage. This is not least because we know (and discuss later in this section) that there is growth in the number of households (both houses and flats/HMOs) within the re3 area. The trend line is nonetheless helpful in illustrating the direction of travel to date.

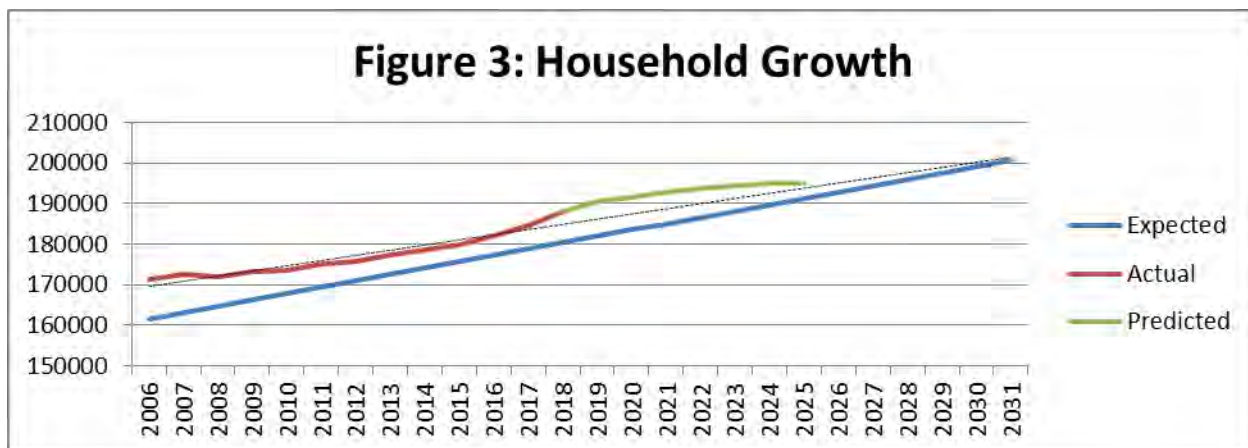
Figure 2 shows the expected cost (or the unitary charge) for the shared re3 Contract as the blue line.

The red line shows the actual cost of the re3 Contract in each year. Despite receiving fewer tonnes of waste than expected (as shown in figure 1) the actual cost is greater than was expected at the outset of the re3 Contract. A key reason for the higher cost is that landfill tax was changed from an annual increase of £3p/t to an annual increase of £8p/t in 2008. This happened after the planned cost for the contract (blue line) was modelled. Another factor which led to higher costs in the first two years of the re3 Contract was the short delay in commissioning of the Lakeside Energy from Waste (EfW) facility. This represented a delay in being able to divert considerable amounts of waste from landfill and meant higher costs than anticipated for the period in question.

The green line reflects the same modelled costs as the blue line, but with actual inflation applied rather than the modelled inflation used at the outset of the contract. By equalising the level of inflation across both the modelled tonnage and the actual tonnage we can analyse the performance of the contract for the re3 Partnership on a like-for-like basis. When differences in inflation are removed, it is clear that the re3 Contract has out-performed the expectations of the modelling, as a result of the lower tonnage of waste and the contracted access to cheaper waste treatments such as recycling, composting and EfW.



As described above, overall levels of waste have been reduced in comparison with expected tonnages. However, figure 3 shows that actual numbers of household (red line) have significantly exceeded the numbers originally expected (blue line) by the re3 Councils, at the time the re3 Contract was initially being negotiated.



Even at the outset of the re3 Contract growth in actual household numbers had exceeded the initial estimates (which were based on figures derived in 2004).

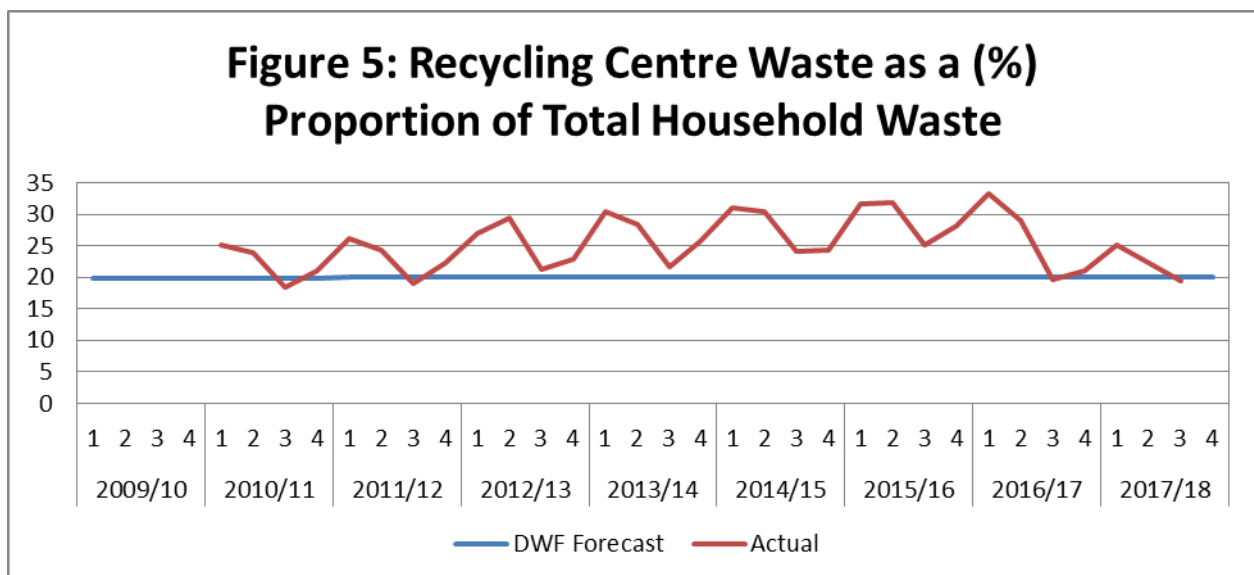
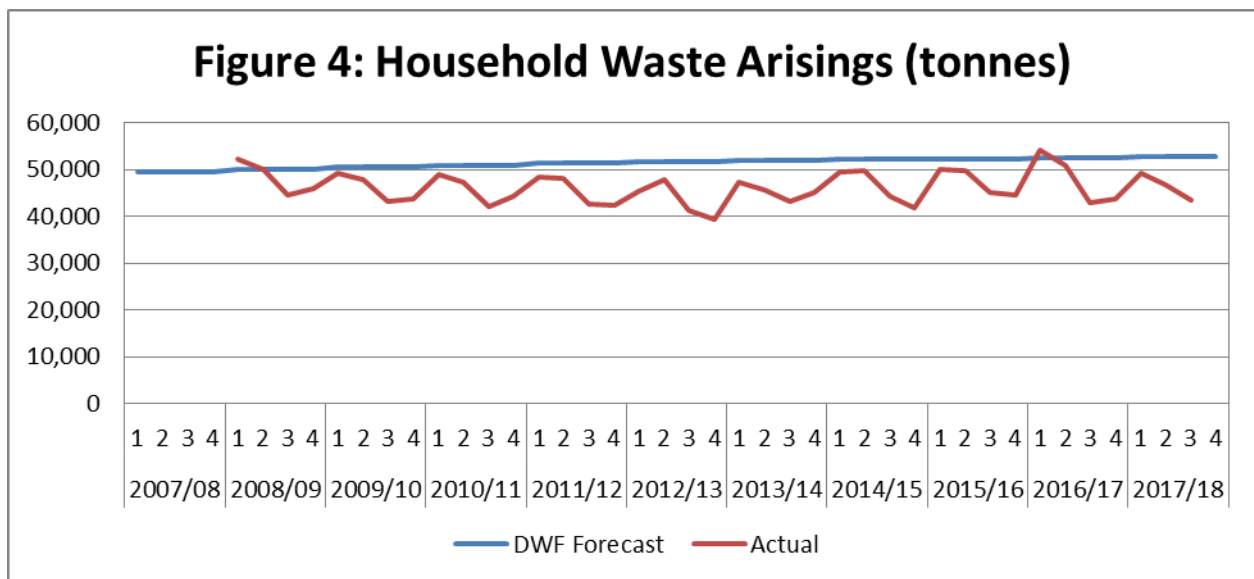
The green line represents current expectations of housing growth up to the middle of the next decade.

Towards the end of that period, it appears that the Predicted line and the Expected line are converging. If this were to happen it would mean that housing growth had been accelerated but not ultimately exceeded that modelled at the outset of the re3 Contract. While that would still have resulted in more waste being processed it would mean that, for household numbers, the facilities were still close to the capacity originally estimated. It will be important to continue to review actual

housing growth to see if it does converge as is suggested above. Equally likely, however, is that the demand for even more development within the re3 area will continue.

As tonnages remain lower than expected, there is no immediate issue regarding the capacity of the facilities to process the waste from the re3 area. However, the pressure on the facilities from visitor numbers (as distinct from the mass of waste being managed) is a relevant potential concern. Until the changes to the access arrangements at the re3 facilities in 2016, the re3 Partnership was concerned by the impact of queuing at both facilities. It was most urgent at Longshot Lane, partly as a result of the layout and location of the site.

There is some evidence (examples in Figure 4 and 5 below) that the balance of waste management has been moved towards waste being received at the Recycling Centres, delivered by residents.



This has most likely occurred as a result of a combination of waste collection scheduling and resident attitudes. The restrictions on the capacity of waste receptacles in each of the council areas and the introduction of charges for green waste are the likely policy drivers for change. In each case there is good reason for the decision. In the former example, the re3 Project Team has reported, as an objective from the previous re3 Strategy, on the evidence which shows that restrictions on the capacity of receptacles can have a positive impact on recycling rates. These changes in service

[A waste management partnership between Bracknell Forest, Reading and Wokingham Borough Councils.](#)

have been supplemented by the apparent willingness of residents to visit the Recycling Centres with even small amounts of waste, as is convenient to them.

There is no immediate need to react, or change direction but, as housing numbers continue to increase; these are factors which the re3 Partnership will want to take into account.

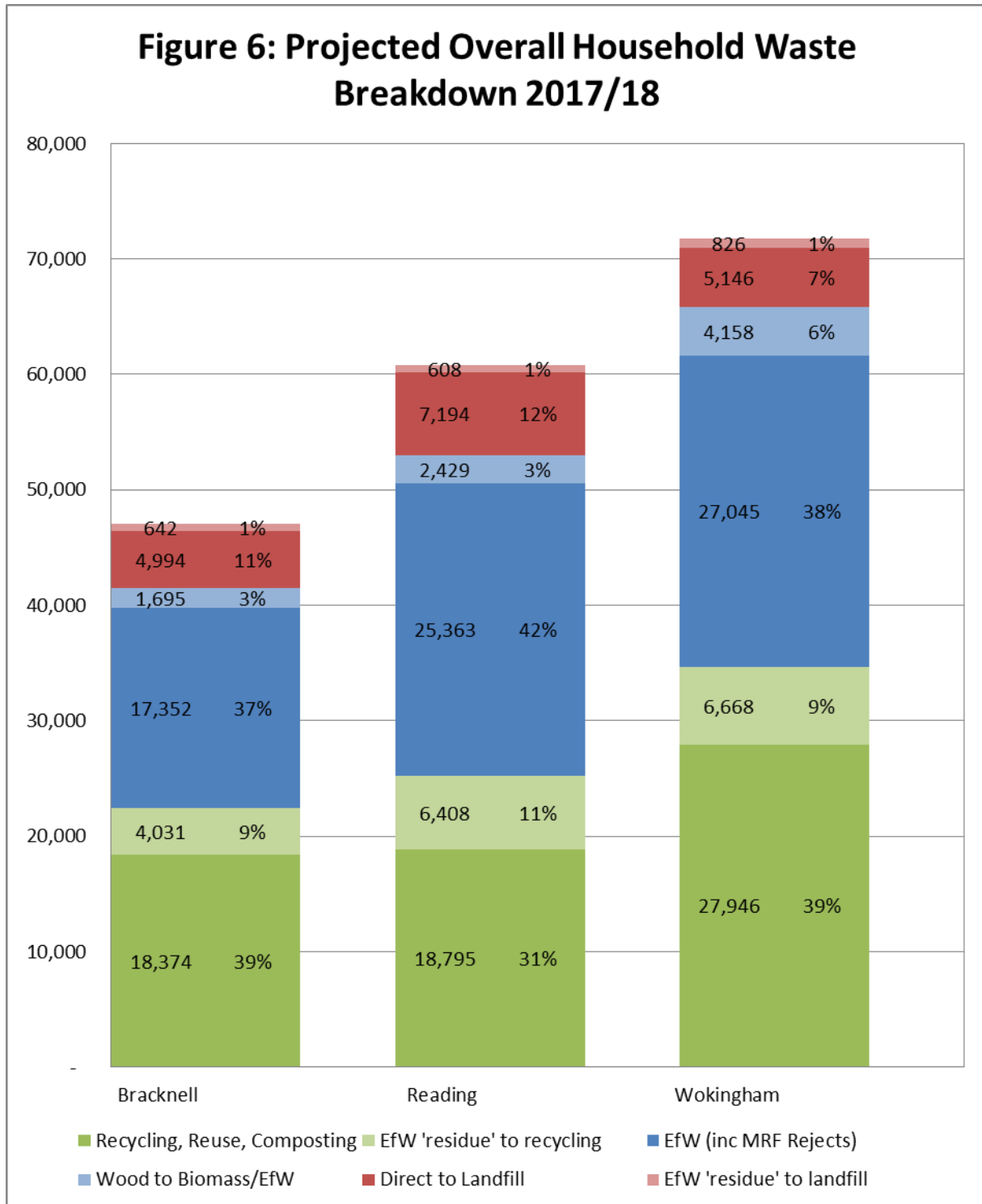


Figure 6 provides a summary of waste treatment for each of the re3 Councils. The councils are a long way ahead of where they were in the past, prior to the commencement of the re3 Partnership in [A waste management partnership between Bracknell Forest, Reading and Wokingham Borough Councils](#).

1999. Individual and Partnership initiatives have driven performance forward in many important areas.

It may or may not be valid or important to compare the re3 Partnership with other organisations. Although there is no explicit hierarchy between the two principal themes of this re3 Strategy, it can be argued that the 'first amongst equals' must be to 'reduce the net cost of waste'. While it is a great achievement to be considered the best in comparison with other partnerships, the principal aim is to address local imperatives. Via that outcome, the re3 Partnership will also support other core services and the funding pressures faced by the re3 councils.

In order to reduce the net cost of waste, the re3 Partnership must further reduce the red section, which relates to the waste sent to landfill, in each of the columns at figure 6. As previously reported, the first priority must be to increase the capture of recyclables already collected because increasing the service efficiency of our existing service is likely to have a very short payback period. This has recently been increased by the amendments made to the re3 Material Recovery Facility (MRF) and the supportive commercial arrangements, for recycling plastic, made with the Contractor. Capture of kerbside recyclables, collected by the re3 Councils, must be improved. This re3 Strategy sets out (at objectives C1-C3) the direct financial benefits that can be realised by the re3 Councils if this is achieved.

The re3 Partnership recognises the value of the recycling of incinerator bottom ash (IBA). Accordingly, this re3 Strategy now incorporates a measure of the percentage of contract waste that is recycled from IBA into materials for the construction industry.

The limitations of tonnage (mass) based indicators for waste management have been the subject of industry-wide discussions for some time. One thread within the discussion is to refer to the perverse outcomes that can come from measuring performance in tonnes. An example of this might be where an essentially renewable resource, like paper, is prioritised over a finite resource, such as plastic. Such prioritisation occurs because paper waste (newspapers, junk mail, cardboard etc.) has a higher weight than plastics which are being made lighter all the time. So, 'chasing tonnage' is increasingly being considered as the wrong priority for the waste management industry. This perspective is partially reflected in the EU Circular Economy Package and is also mentioned in the UK government's recent document 'A Green Future: Our 25 Year Plan to Improve our Environment'.

Tonnage is still likely to be the principal measure of waste for some time, however. A transition to other indices, such as one based on the carbon impact of waste types and treatments is unlikely to occur until the principal stakeholders in the waste management industry are confident that any changeover will not have an adverse effect upon their stake. Commercial waste management organisations will obviously been keen to protect their interests, with costs being based on a per tonne basis. Many contracts are based on expected levels of waste, again measured in tonnes. An ongoing translation from tonnes into a future index will be necessary both as a transitional tool and to retain a means of measuring continuous progress.

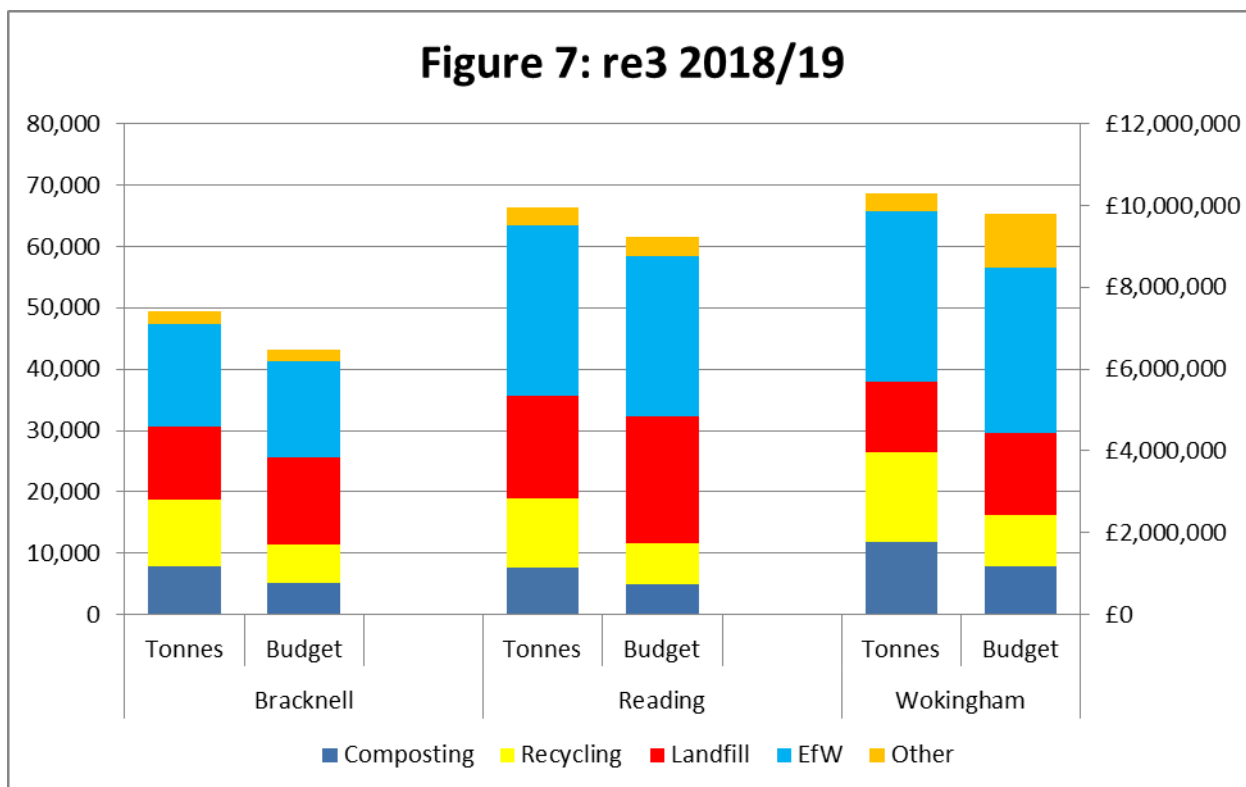
In advance, and as an exercise in taking a different perspective on the performance of the re3 Partnership, a financial translation has been developed for this re3 Strategy.

Each pair of the columns on the figure 7 relate to the same waste. The left-hand columns for each council show how many tonnes are expected to be managed by each council in 2018/19 (and relate to the left-hand y axis). The right hand columns for each council show how the same tonnage is translated into a cost (and relate to the right-hand y axis).

It is easy to see how recycling (yellow) and composting (dark blue) translates into far smaller proportions of overall costs than their tonnage would suggest. This is because recycling is a far cheaper form of waste management, per tonne, than disposal (e.g. landfill or EfW). There is an indirect relationship between recycling and composting and overall cost. In most scenarios, if

recycling and composting increase, the overall cost will reduce. However, there is a direct relationship between landfill and cost. If landfill increases, the overall cost of waste management will increase. Reducing the amount of waste sent to landfill is one of the reasons the re3 Partnership was formed and since its commencement, the re3 Contract has successfully reduced waste to landfill from over 70% to the present levels shown herein.

The purpose of figure 7 is to illustrate the relative difference between looking at waste as a tonnage and looking at waste as a financial cost. As previously described, we know the basic principles but this illustration should support the re3 Partnership in prioritising service decisions and achieving the twin objectives of reducing the net cost of waste and recycling 50% by 2020.



Another important aspect to note is the fact that the amount of waste sent to EfW is currently capped. This means that the re3 Partnership cannot easily send more waste to EfW than the cap of 70,000 tonnes per annum. This is important because EfW is also a more financially advantageous treatment than landfill. The primary way of reducing costs and improving performance must be through increasing the amount recycled, composted and reused. However, so long as those outcomes can be achieved, it will also be important to establish conditions in which more waste can be sent for energy recovery if doing so can displace waste that would otherwise have been sent to landfill.

The estimated composition of residual waste by dwelling type (kerbside for houses and flats for flats and HMOs), for each of the re3 Councils and the re3 Partnership, is shown at figure 8.

It is important to remember that figure 8 illustrates the composition of the residual waste. Therefore it does not show the waste that was made available for kerbside recycling collections, garden waste collections or delivered direct by residents to the two Household Waste Recycling Centres (HWRC). The purpose of the sampling was to assess what materials could be diverted from disposal either via existing and alternative council services or via new council services. From that perspective,

Classification: OFFICIAL

there are two specific categories within the above waste composition which require specific strategic consideration.

The first is food waste at about 1/3rd of waste for disposal. By virtue of the objectives contained within the previous re3 Strategy, and amended herewith, the re3 Partnership has undertaken (and is continuing) detailed planning on the commencement of processing of food waste.

Figure 8: Composition of re3 Residual Waste (by household type)

WASTE MATERIALS % BY WEIGHT	READING		BRACKNELL		WOKINGHAM		re3	
	KERBSIDE	FLATS	KERBSIDE	FLATS	KERBSIDE	FLATS	KERBSIDE	FLATS
RECYCLABLE PAPER	1.96%	3.50%	1.73%	4.48%	4.02%	4.32%	2.69%	3.92%
RECYCLABLE CARD & CARDBOARD	1.18%	5.38%	1.01%	4.42%	1.09%	4.25%	1.11%	4.93%
RECYCLABLE METALS	0.96%	2.83%	0.78%	1.60%	0.87%	1.63%	0.88%	2.28%
PLASTIC BOTTLES	1.10%	3.58%	0.98%	1.98%	1.18%	2.55%	1.10%	2.93%
GARDEN WASTE	6.53%	0.24%	2.96%	0.19%	3.06%	0.15%	4.39%	0.21%
TEXTILES	2.71%	2.25%	3.37%	5.30%	3.83%	2.35%	3.29%	3.27%
GLASS BOTTLES & JARS	3.66%	7.03%	2.44%	8.64%	3.13%	3.53%	3.18%	7.16%
NAPPIES	8.46%	13.09%	7.06%	12.52%	6.89%	3.87%	7.54%	11.84%
ALL DIY WASTE	0.36%	1.42%	2.87%	0.80%	0.91%	0.05%	1.15%	1.05%
FOOD WASTE	30.94%	35.59%	34.28%	32.73%	31.39%	39.83%	31.87%	35.13%
OTHER RESIDUAL WASTE	42.13%	25.10%	42.53%	27.34%	43.63%	37.48%	42.79%	27.27%
TOTAL	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Source re3 Waste Composition Analysis, MEL 2016

The second category is entitled ‘nappies’ within the table but which also contains absorbant hygiene products (AHP). There is limited scope for recycling this category of waste at present. However, establishing the conditions related to separately treating this material type will be considered as part of this re3 Strategy.

Figure 9: re3 2018/19 Flats only

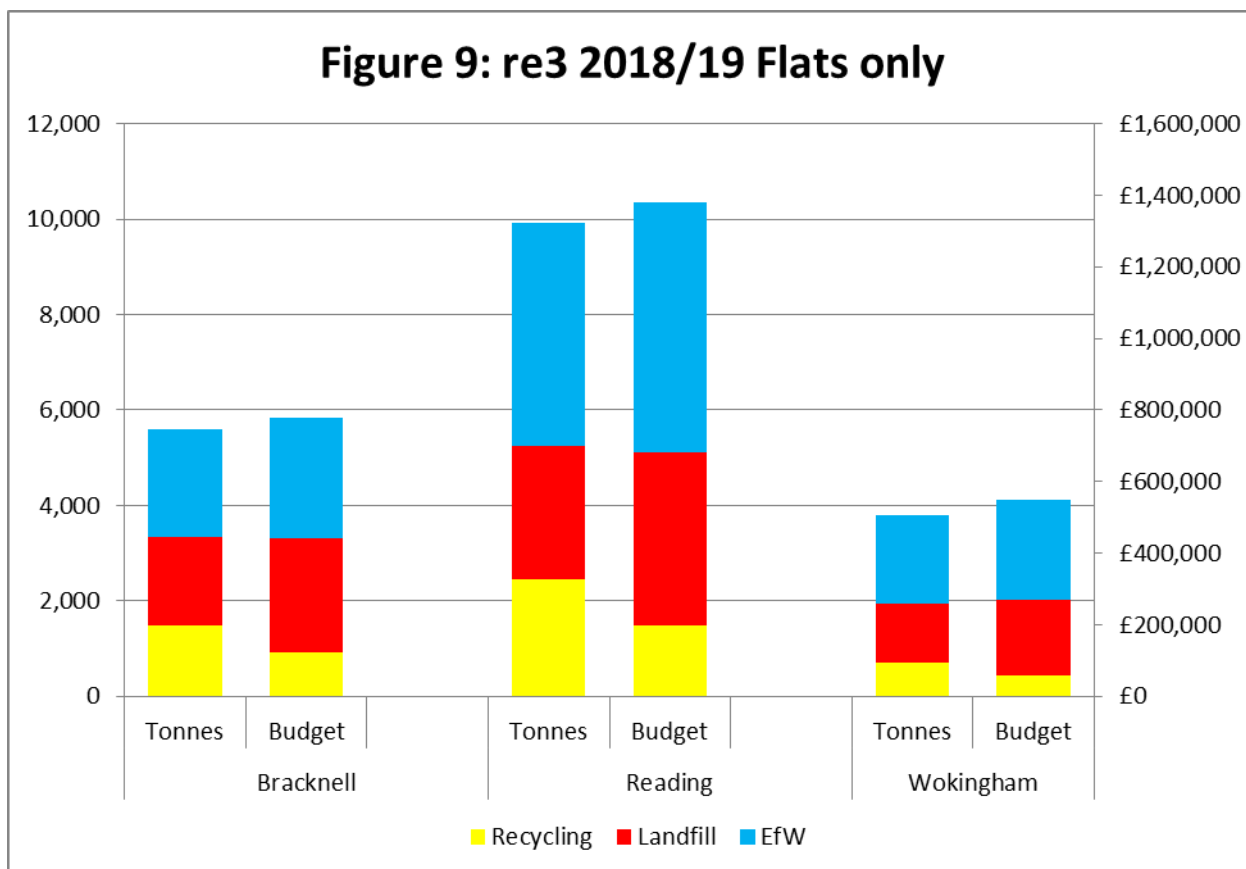


Figure 9 above illustrates the same tonnage and financial perspectives as in figure 7 but looks at flats and HMOs only. Flats and HMOs present particular service challenges in relation to waste

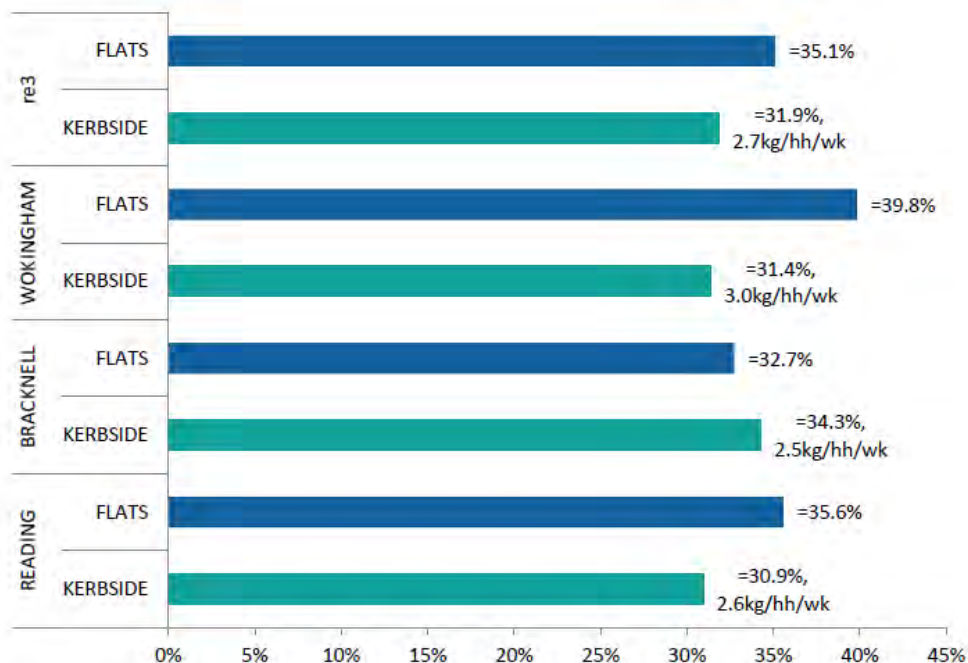
management. Among them are issues of space, access to bins and also the less direct relationship between a resident and their bin. None of these factors is considered a fault of residents but each is undoubtedly a consideration that must be made by the re3 councils in terms of the service offered and the expectation of service performance (e.g. capture of recycling).

The proportion of higher density developments is growing across the re3 area. Accordingly, this cohort of residents is important even though there are some complexities in terms of offering similar service to those for houses. Means of engagement, and modes of service, which prompt far higher levels of recycling than is currently the case in flats and HMOs, will need to be established if levels of performance across the re3 Partnership are to be improved.

Food waste is a potential area of the service in which flats could feasibly outperform houses. As the table below illustrates, the waste from flats and HMOs tends to have a greater proportion of food waste than the waste from houses. Figure 10, below, illustrates the percentage of overall residual waste that was analysed as being food waste for both flats and HMOs and houses (kerbside). In each case, the proportion for food waste is higher in flats than for houses.

While capturing the food waste from multiple occupancy developments is not easy, this is an area in which residents could make a considerable contribution to the control of the net cost of waste and improving the recycling rate.

Figure 10: Proportion of Food Waste within re3 Residual Waste (by household type)



Source: re3 Waste Composition Analysis, MEL 2016

PART 2

re3 strategy (2018 to 2020)

This re3 Strategy builds on its direct predecessor. Some of the objectives which form the strategy for 2018 to 2020 remain closely aligned with objectives from the earlier, 2016 to 2017, strategy.

The principal themes have been reduced from four to two. They are:

1. Reduce the net cost of waste
2. Recycle 50% by 2020

We've called them 'themes' because they are intended to summarise a collection of strategic necessities which apply to the re3 Partnership.

The requirements to reduce the net cost of waste and recycle 50% by 2020 are made ever more important by continuing housing growth in the re3 area. Growth predictions for households being built in the re3 area exceed those assumed at the time the re3 contract was negotiated. There is potential, therefore, for pressure on local facilities and this re3 Strategy identifies some practical steps that can be taken by the re3 Partnership, to plan for and manage waste growth.

One interesting aspect of this re3 Strategy for 2018 to 2020 is an even more direct financial focus on waste management and recycling in particular. This reflects the continuing need to identify savings, including in the waste service, to support other core services within the re3 councils. The re3 Partnership is also keen to explore different ways of measuring the service, which reflect the relative impacts of waste and waste treatments. The objective of trying to 'reduce the net cost of waste' has been an imperative throughout but this re3 Strategy illustrates the direct impact of operational development on financial outcomes in a direct sense. New targets and indicators have been developed to support and drive improvement.

Another key area of change in this re3 Strategy is the emergence of greater public consciousness about the impact of plastic waste. Plastic is a great example of a material whose relative and potential environmental impact is not directly appreciable from its mass. Indeed the 'light-weighting' of plastic packaging whilst using less virgin resource, and undoubtedly reducing transport costs for the packaging industry and retailers, has arguably not reduced the level of general reliance on single-use plastic packaging and its potential impact on the global environment.

This re3 Strategy commits the Partnership to supporting the WRAP campaign on plastics. There are several reasons for supporting the WRAP campaign. It is complementary to the aims of this re3 Strategy and is also broadly supportive of existing council aspirations (e.g. water bottle refilling and seeking to discourage use of unnecessary single-use plastics). Finally, it is important for the re3 Partnership to be responsive, in a sustainable way, to the groundswell of opinion that has been prompted on plastic.

The re3 Partnership will observe and ideally contribute to the debate about deposit return schemes (DRS). The idea has grown in status on the back of the concerns about plastics. However, the re3 Partnership wishes to withhold its position in advance of specific details about how a UK DRS will work. From a local government perspective, and on behalf of residents, it may be the case that DRS could reduce the viability of existing council recycling collections. Local Government has provided a comprehensive waste collection and processing service for residents. It has demonstrably responded to industry demands on material quality and has provided considerable investment in the infrastructure of the UK recycling industry. Recycling outcomes must be improved and the important

issues raised by the issue of single use plastic packaging will ideally be addressed without detriment to the existing systems of recycling in the UK.

Vision

The re3 partnership provides and supports universal services. While waste includes some important statutory obligations; the net reduction in funding for local government cannot be overlooked. The re3 councils have commitments to residents in the re3 area (including some who are vulnerable) and many other important areas of service. Accordingly, this re3 Strategy reflects the need existing operations and standards to evolve in support of the corporate priorities of the re3 councils.

Accordingly, the vision for the re3 Partnership reflects the need for waste services to be better aligned with one another and to contribute both corporately and, of course, to the wider community. The vision for re3 is as follows:

A high performing service that manages waste for the benefit of the whole re3 community.

This vision recognises the circular relationship between costs and recycling performance.

Objectives

The re3 Strategy is embodied in the following objectives:

Ref	Objective	
A	The re3 partnership will promote waste reduction in line with the waste hierarchy.	
Additional Background		
 <p>ref: Gov.uk</p>	<p>Using appropriate information and messaging the re3 Partnership will promote waste management at a personal, and household, level. The re3 Partnership and the individual re3 Councils are important stakeholders but often manage waste once it has already been created. It is also important to support residents with information which can help them to avoid waste. This must be undertaken in a way which is constructive and supportive, presenting re3 residents with practical steps or actions that can be taken should they wish to do so.</p>	
Principal Owners		Target
re3 Project Team		March 2020
Notes		
<p>The Waste Hierarchy is as follows (ref: Gov.uk):</p> <ul style="list-style-type: none"> • Prevention - Using less material in design and manufacture. Keeping products for longer; re-use. Using less hazardous materials. • Preparing for re-use – Checking, cleaning, repairing, refurbishment, whole items or spare parts. 		

- **Recycling – Turning waste into a new substance or product. Includes composting if it meets quality protocols.**
- **Other Recovery – Includes anaerobic digestion, incineration with energy recovery, gasification and pyrolysis which produce energy (fuels, heat and power) and materials from waste; some backfilling.**
- **Landfill and incineration without energy recovery.**

This objective will be delivered, wherever possible, by offering support (or seeking support from) individuals, community groups or businesses who are involved in activities relevant to this objective.

Ref	Objective
B	The re3 partnership will continue to target the cost of food waste to residents.

Additional Background

Waste food represents a double cost to communities. Whenever food is wasted, residents, as consumers, pay for food that ultimately isn't consumed and then they pay, as taxpayers, to dispose of it or treat it. This analysis of costs is relevant even if treatment involves energy production.

Many factors, not least financial and social factors beyond the scope of the re3 Councils, are relevant to the overall level of food waste generated. Nonetheless, the re3 Partnership will continue to address this important objective and encourage residents to reduce wastefulness with food.

Social media will play a key role in this objective as it represents a cost effective medium through which to contact residents in convenient and timely ways.

Owners	Target
re3 Project Team re3 Board Individual re3 Councils	2.50kg/hh/wk

Notes

- **Measurement of the target for this objective will be achieved via a planned biennial compositional analysis of waste within the re3 area.**
- **The current working baseline figure for the re3 area is 2.71kg per week**
- **The reduction of food waste by of an average of 210g per household per week (7.75%) would save up to £260,000 in disposal costs.**
- **The re3 Partnership commissioned an independent analysis of the amount of food waste generated within the re3 area. By combining that with the results of separate research by the [Waste and Resources Action Programme \(WRAP\)](#) we estimate that the purchase value of avoidable food waste to re3 residents is c£75m p/a.**
- **Where other stakeholders (e.g. organisations) can be informed and supported, the re3 Partnership will do so though the principal target remains related to household waste.**

Ref	Objective
C1 BRACKNELL FOREST COUNCIL	A series of targets and indicators have been set by Bracknell Forest Council to indicate progress towards the overall goal of achieving 50% reuse and recycling by 2020.

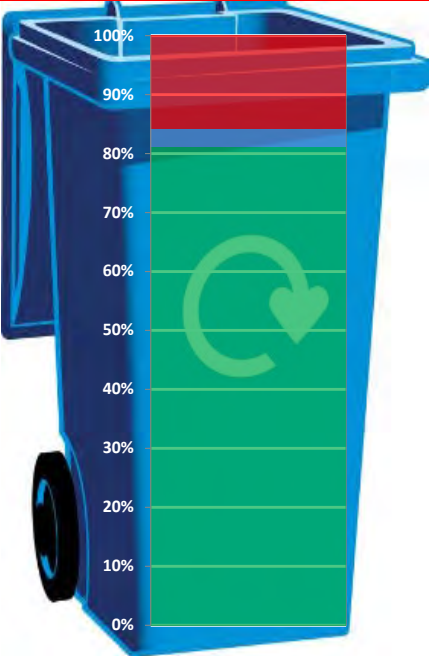
Additional Background

The re3 partnership considers that targets are a helpful stimulus for service planning and activity. Bracknell Forest Council has set a series of indicators and targets to promote and record progress towards the overall goal of achieving 50% reuse and recycling by 2020. All gains, however small they are in isolation, should be considered and an affordable means of delivery sought.

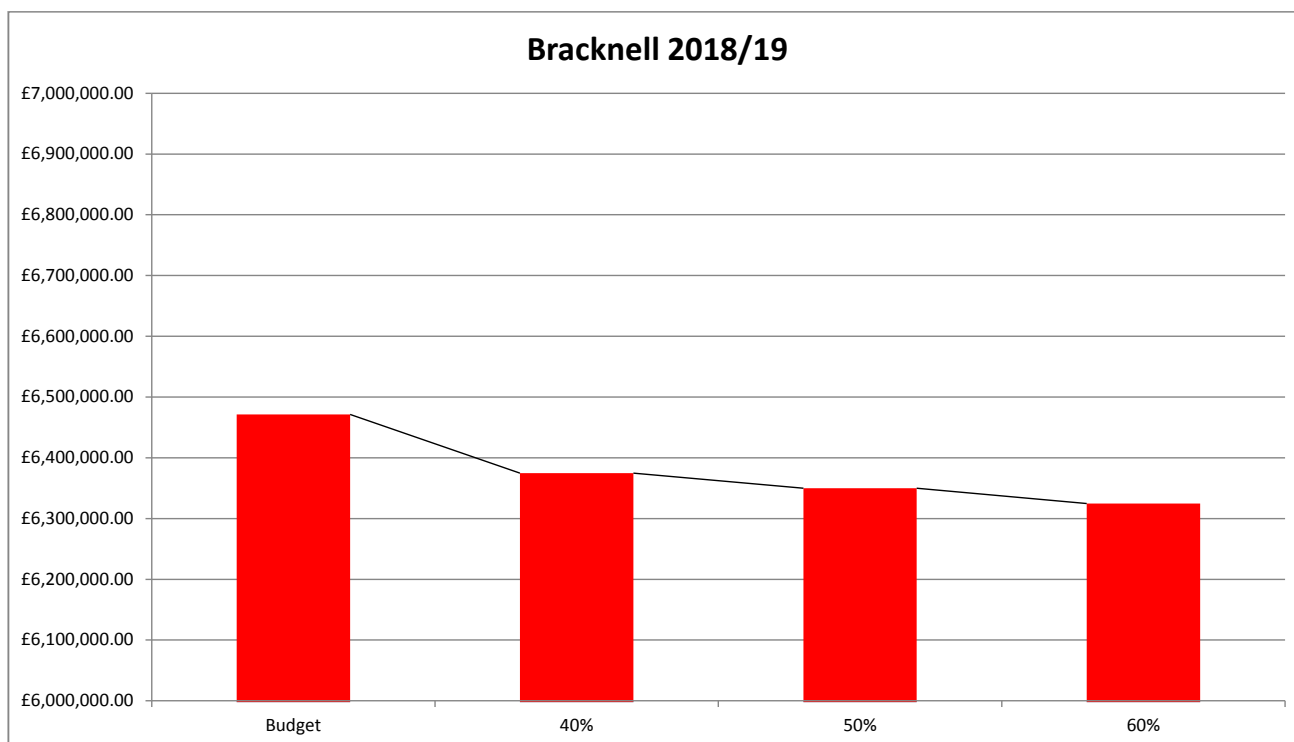
The principal targets relate to the overall reuse and recycling rate of 50% by 2020. The first target measures the rate of reuse and recycling itself. The second measures the contribution of the relevant kerbside recycling collection (mixed dry recycling). The kerbside collection is an essential recycling service and, further below in this section, a financial incentive has been identified for the council which relates to the more efficient capture of recyclables that were assessed to remain in the residual (disposal) collection.

Elsewhere in this section are a series of indicators (italicised) which are intended to inform decision-making and detailed analysis of the efficiency of the waste collection service. Among these is information on the recycling of incinerator bottom ash which unfortunately is excluded from being included in the overall measure of reuse and recycling.

Category	Background	Performance
		Target/Indicator
C1A Statutory Recycling Target	This target is the traditional 'recycling rate' target that should be comparable with other councils in the UK.	Target: 43%
C1B Kerbside Recycling	Using the respective weekly council kerbside collections is an effective way to recycle. This indicator looks at this service alone.	Target: 23%
C1C	<i>Despite displacing 'virgin'</i>	9%

<p>Including Incinerator Bottom Ash (IBA)</p>	<p>materials, the recycling of IBA into building blocks is not yet counted as 'recycling' by the Government. Nonetheless, re3 recognises the value of this activity.</p>								
<p>C1D Material Specific Recycling</p>	<p>Over time, the composition of waste changes as regulation, purchasing habits and cost dictate what types of product and material we use and discard. This indicator looks at specific types of material both to track progress and chart trends.</p>	<p>Newspaper</p>	<p>4.41%.</p>						
		<p>Card</p>	<p>4.03%</p>						
		<p>Mixed paper</p>	<p>1.04%</p>						
		<p>Steel and Aluminium tins and cans</p>	<p>0.72%</p>						
		<p>PET and HDPE plastic bottles</p>	<p>1.10%</p>						
		<p>Pots, tubs and trays</p>	<p>1.29%</p>						
<p>C1E Contamination</p>	<p>Contamination is the term used to describe items which are not supposed to be present within recyclables. The level of contamination is, therefore, an indicator of the effectiveness of waste collection arrangements. It also has an impact on recycling because at high levels of contamination it can become harder to separate 'good' recyclables from the unwanted items.</p>	 <table border="1" data-bbox="810 1594 1449 1738"> <tr> <td style="width: 20px; height: 15px; background-color: green;"></td> <td>Target Materials</td> </tr> <tr> <td style="width: 20px; height: 15px; background-color: blue;"></td> <td>Non-Target Paper and Card</td> </tr> <tr> <td style="width: 20px; height: 15px; background-color: red;"></td> <td>Other Non-Target and Non-Recyclable Materials</td> </tr> </table>			Target Materials		Non-Target Paper and Card		Other Non-Target and Non-Recyclable Materials
	Target Materials								
	Non-Target Paper and Card								
	Other Non-Target and Non-Recyclable Materials								

Anonymised analysis of re3 waste showed that some recyclable items were still being thrown-away. The graph below shows the financial impact on the budget for waste management in three scenarios. The impact on costs is quite significant if 40%, 50% and 60% of those recyclables can be captured by the kerbside recycling collection and recycled.



Capture of recyclables currently still in waste for disposal	Approximate avoided disposal cost if captured
40%	£97k
50%	£122k
60%	£147k

Ref	Objective
C2 READING BOROUGH COUNCIL	A series of targets and indicators have been set by Reading Borough Council to indicate progress towards the overall goal of achieving 50% reuse and recycling by 2020.

Additional Background

The re3 partnership considers that targets are a helpful stimulus for service planning and activity. Reading Borough Council has set a series of indicators and targets to promote and record progress towards the overall goal of achieving 50% reuse and recycling by 2020. All gains, however small they are in isolation, should be considered and an affordable means of delivery sought.

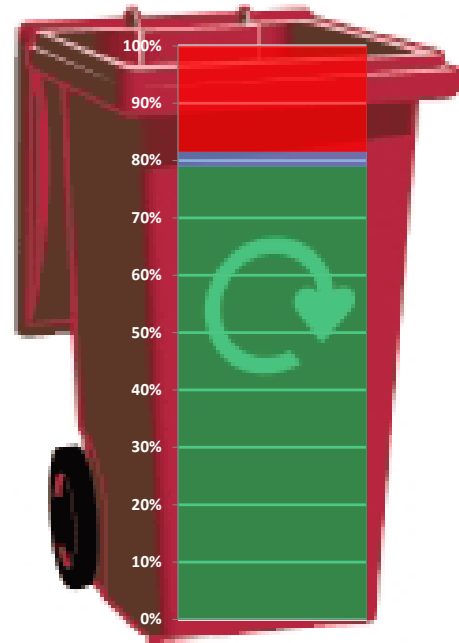
The principal targets relate to the overall reuse and recycling rate of 50% by 2020. The first target measures the rate of reuse and recycling itself. The second measures the contribution of the relevant kerbside recycling collection (mixed dry recycling). The kerbside collection is an essential recycling service and, further below in this section, a financial incentive has been identified for the council which relates to the more efficient capture of recyclables that were assessed to remain in the residual (disposal) collection.

Elsewhere in this section are a series of indicators (italicised) which are intended to inform decision-making and detailed analysis of the efficiency of the waste collection service. Among these is information on the recycling of incinerator bottom ash which unfortunately is excluded from being included in the overall measure of reuse and recycling.

Category	Background	Performance	
		Target/Indicator	
C2A Statutory Recycling Target	This target is the traditional 'recycling rate' target that should be comparable with other councils in the UK.	Target: 39%	
C2B Kerbside Recycling	Using the respective weekly council kerbside collections is an effective way to recycle. This indicator looks at this service alone.	Target: 24%	
C2C Including Incinerator Bottom Ash (IBA)	<i>Despite displacing 'virgin' materials, the recycling of IBA into building blocks is not yet counted as 'recycling' by the Government. Nonetheless, re3 recognises the value of this activity.</i>	11%	
C2D Material Specific Recycling	<i>Over time, the composition of waste changes as regulation, purchasing habits and cost dictate what types of product and material we use and discard. This indicator looks at specific types of material both to track progress and chart trends.</i>	Newspaper	4.07%
		Card	3.59%
		Mixed paper	1.19%
		Steel and Aluminium tins and cans	0.72%
		PET and HDPE plastic bottles	1.08%
		Pots, tubs and trays	1.79%

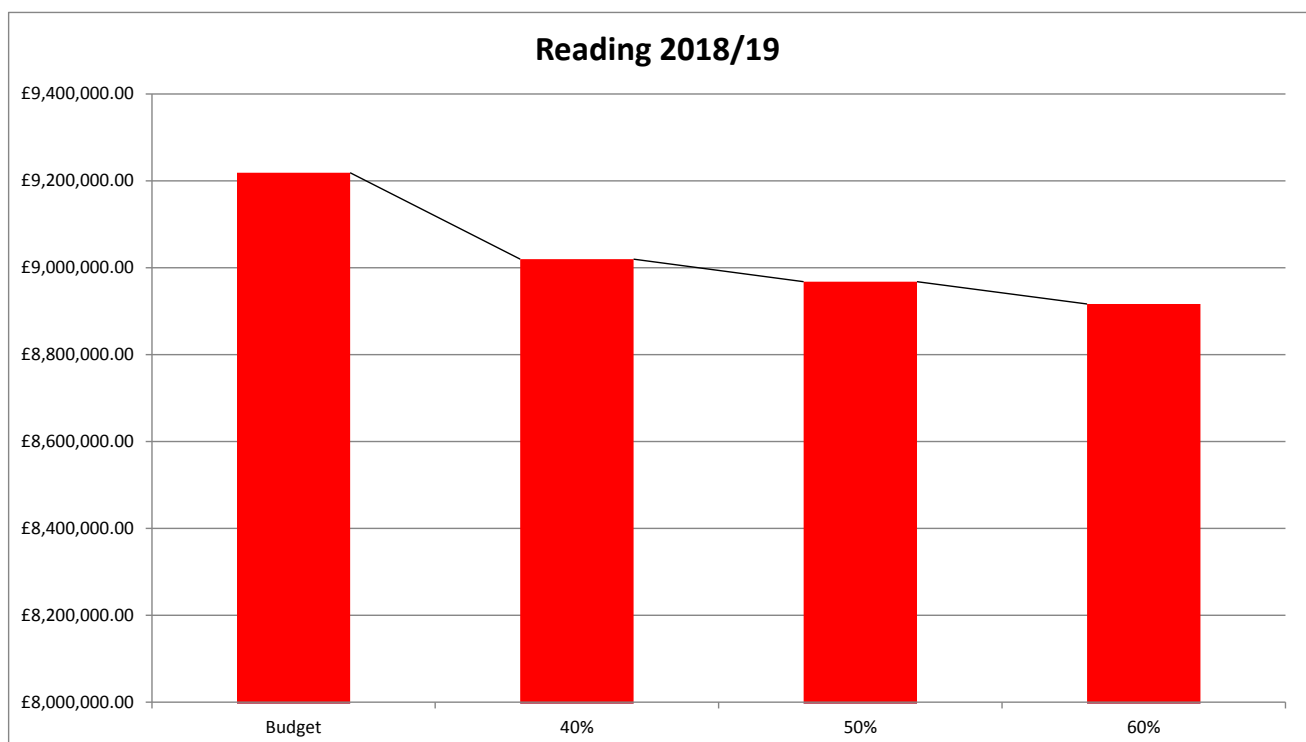
C2E Contamination

Contamination is the term used to describe items which are not supposed to be present within recyclables. The level of contamination is, therefore, an indicator of the effectiveness of waste collection arrangements. It also has an impact on recycling because at high levels of contamination it can become harder to separate 'good' recyclables from the unwanted items.



	Target Materials
	Non-Target Paper and Card
	Other Non-Target and Non-Recyclable Materials

Anonymised analysis of re3 waste showed that some recyclable items were still being thrown-away. The graph below shows the financial impact on the budget for waste management in three scenarios. The impact on costs is quite significant if 40%, 50% and 60% of those recyclables can be captured by the kerbside recycling collection and recycled.



Capture of recyclables currently still in waste for disposal	Appoximate avoided disposal cost if captured
40%	£199k
50%	£250k
60%	£302k

Ref	Objective
C3 WOKINGHAM BOROUGH COUNCIL	A series of targets and indicators have been set by Wokingham Borough Council to indicate progress towards the overall goal of achieving 50% reuse and recycling by 2020.

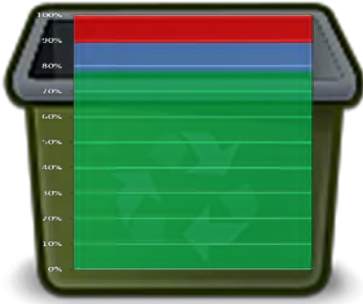
Additional Background

The re3 partnership considers that targets are a helpful stimulus for service planning and activity. Wokingham Borough Council has set a series of indicators and targets to promote and record progress towards the overall goal of achieving 50% reuse and recycling by 2020. All gains, however small they are in isolation, should be considered and an affordable means of delivery sought.

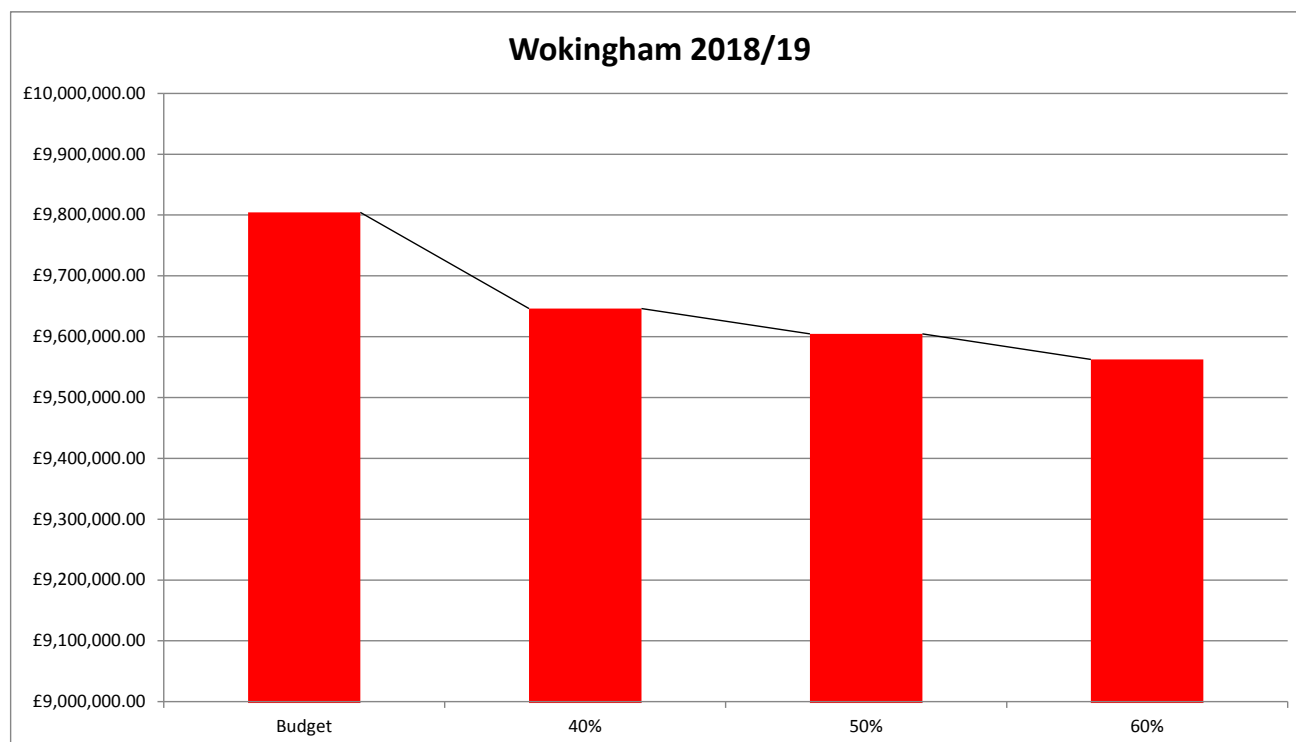
The principal targets relate to the overall reuse and recycling rate of 50% by 2020. The first target measures the rate of reuse and recycling itself. The second measures the contribution of the relevant kerbside recycling collection (mixed dry recycling). The kerbside collection is an essential recycling service and, further below in this section, a financial incentive has been identified for the council which relates to the more efficient capture of recyclables that were assessed to remain in the residual (disposal) collection.

Elsewhere in this section are a series of indicators (italicised) which are intended to inform decision-making and detailed analysis of the efficiency of the waste collection service. Among these is information on the recycling of incinerator bottom ash which unfortunately is excluded from being included in the overall measure of reuse and recycling.

Category	Background	Performance
		Target/Indicator
C3A Statutory Recycling Target	This target is the traditional 'recycling rate' target that should be comparable with other councils in the UK.	Target: 52%
C3B Kerbside Recycling	Using the respective weekly council collections is an effective way to recycle. This indicator looks at this service alone.	Target: 26%
C3C	<i>Despite displacing 'virgin'</i>	9%

<p>Including Incinerator Bottom Ash (IBA)</p>	<p>materials, the recycling of IBA into building blocks is not yet counted as 'recycling' by the Government. Nonetheless, re3 recognises the value of this activity.</p>								
<p>C3D Material Specific Recycling</p>	<p>Over time, the composition of waste changes as regulation, purchasing habits and cost dictate what types of product and material we use and discard. This indicator looks at specific types of material both to track progress and chart trends.</p>	<p>Newspaper</p>	<p>3.84%</p>						
		<p>Card</p>	<p>3.22%</p>						
		<p>Mixed paper</p>	<p>0.80%</p>						
		<p>Steel and Aluminium tins and cans</p>	<p>0.53%</p>						
		<p>PET plastic bottles</p>	<p>0.81%</p>						
		<p>Pots, tubs and trays</p>	<p>1.67%</p>						
<p>C3E Contamination</p>	<p>Contamination is the term used to describe items which are not supposed to be present within recyclables. The level of contamination is, therefore, an indicator of the effectiveness of waste collection arrangements. It also has an impact on recycling because at high levels of contamination it can become harder to separate 'good' recyclables from the unwanted items.</p>	 <table border="1" data-bbox="810 1249 1449 1400"> <tr> <td style="background-color: #008000; width: 30px;"></td> <td>Target Materials</td> </tr> <tr> <td style="background-color: #0000FF; width: 30px;"></td> <td>Non-Target Paper and Card</td> </tr> <tr> <td style="background-color: #FF0000; width: 30px;"></td> <td>Other Non-Target and Non-Recyclable Materials</td> </tr> </table>			Target Materials		Non-Target Paper and Card		Other Non-Target and Non-Recyclable Materials
	Target Materials								
	Non-Target Paper and Card								
	Other Non-Target and Non-Recyclable Materials								

Anonymised analysis of re3 waste showed that some recyclable items were still being thrown-away. The graph below shows the financial impact on the budget for waste management in three scenarios. The impact on costs is quite significant if 40%, 50% and 60% of those recyclables can be captured by the kerbside recycling collection and recycled.



Capture of recyclables currently still in waste for disposal	Appoximate avoided disposal cost if captured
40%	£158k
50%	£200k
60%	£242k

Ref	Objective
D HWRC	To recycle/compost/reuse not less than 50% of household waste received at the re3 Recycling Centres.
Additional Background	
The re3 partnership considers that targets are a helpful stimulus for service planning and activity. The contribution of the re3 Recycling Centres to overall recycling rates is generally good. However, these facilities are being used more and more due to changing services and public preferences. It is important that the Recycling Centres continue to improve their performance in a cost effective manner to ensure that they make a sufficient contribution to overall recycling and the objective to reduce the net cost of waste.	
Owner	Target
The Contractor and Operator of the MRF (re3 Ltd and FCC Berkshire Ltd). re3 Project Team.	To recycle, compost or reuse not less than 50% of household waste received at the re3 Recycling Centres per annum.
Notes	
<ul style="list-style-type: none"> • Overall recycling rate includes composting and reuse. • Work to understand and equalise differences in performance between the two sites is ongoing. If possible, the two sets of targets will be amended so they are identical. 	

The targets below relate to the performance of the HWRC in isolation. They are, however, linked to the performance shown in objectives C1 to C3, above.

LONGSHOT LANE HWRC

	2017/18	2018/19	2019/20
	CURRENT	TARGET HWRC RECYCLING RATES	
HWRC Recycling Rate	55%	55%	60%

SMALLMEAD HWRC

	2017/18	2018/19	2019/20
	CURRENT	TARGET HWRC RECYCLING RATES	
HWRC Recycling Rate	46%	50%	55%

Ref	Objective
E	Progressively reducing the rate of target recyclables rejected at the re3

MRF	Material Recycling Facility (MRF) to no higher than 10% by 2020
Additional Background	
<p>The re3 partnership considers that targets are a helpful stimulus for service planning and activity. It is not unusual in mechanical processes, like those undertaken in the MRF to sort materials, to have a level of relative accuracy (process losses). The re3 Partnership has set this target to support the efforts of residents in recycling by encouraging the Operator of the MRF process to capture, for recycling, as much as possible.</p>	
Owners	Target
The Contractor and Operator of the MRF (re3 Ltd and FCC Berkshire Ltd). re3 Project Team.	To reduce the rate of target recyclables rejected to 10% per annum
Notes	
<ul style="list-style-type: none"> • These targets adopt the terminology and methodology of the MRF Code of Practice introduced as part of the Material Recovery Facilities (MRF) Regulations laid before Parliament in February 2014. • Reductions in contamination must be matched by improvements in the performance of the MRF (reductions in the loss of Target Recyclables in MRF rejects). • Performance against this target, by the Contractor, will be assessed using the information captured in compliance with the aforementioned MRF Regulations (and audited as appropriate). 	

Ref	Objective
F	The re3 partnership will continue to work with its waste management Contractor to maximise utilisation of the re3 facilities where that has a positive financial or performance outcome and no detriment to re3 residents or re3 services.
Additional Background	
<p>The re3 partnership will continue to work with its waste management Contractor to maximise utilisation of the re3 facilities where that has a positive financial or performance outcome and no detriment to re3 residents or re3 services. The re3 councils have made a considerable investment in the excellent facilities provided through the shared contract. Where capacity exists, recognising the continuing growth in the population of the re3 area, the re3 councils will seek to use it for mutual gain and ideally on commercial terms.</p> <p>Included within this objective will be the potential, where capacity is available, for more re-use activities at the re3 Household Waste Recycling Centres.</p>	
Principal Owners	Target
The Contractor and Operator of the MRF (re3 Ltd and FCC Berkshire Ltd).	Annual measure of utilisation based on 2017/18 baseline.

re3 Project Team.

Notes

- The re3 PFI contract foresees the potential for utilisation of any present spare capacity.
- The re3 PFI contract specifies that re3 (Contract) waste will take precedence.

Ref	Objective
G	The re3 partnership will focus on forms of collection and treatment that will have most positive impact on performance.

Additional Background

Further service development will be needed in order to achieve the 50% recycling target. The re3 Partnership supports cost effective service developments. Through the contractual relationship with The Contractor, the re3 Partnership will continue to develop services which support recycling directly and support the concept of recycling in general (so that the value of better waste management is more widely appreciated).

This objective includes investigation of the recycling of 'hard plastics' (such as used in toys and some garden furniture), absorbent hygiene products (AHP), mattresses and carpet. Glass collections may have potentially prohibitive costs associated with them. However, the re3 Partnership will explore whether limited glass collections could be introduced for communal living developments, particularly those who cater for the elderly and residents for whom access to bottle banks is difficult.

This objective also includes observing and contributing (as deemed appropriate by the re3 Board) to the debate on Deposit Return schemes which are targeted at post consumer and/or household waste currently collected by re3 kerbside recycling services.

Principal Owners	Target
re3 Project Team. Re3 The Contractor and Operator of the MRF (re3 Ltd and FCC Berkshire Ltd).	Outline business cases for each option to be delivered by the end of the 2018/19 year.

Notes

- This objective seeks to support a widened aspiration of the re3 partnership in terms of what it can achieve.

Ref	Objective
H	The re3 partnership will ensure that the treatment of the surplus food from residents, which ends-up in the waste stream, can commence from April 2019.

Additional Background

A waste management partnership between Bracknell Forest, Reading and Wokingham Borough Councils.
re3 Project Team - 22 June 2018 - Page 26 of 30
Classification: OFFICIAL

Food waste represents a significant proportion of the waste not currently recycled or reused. There are no direct legal requirements for the separate collection and processing of food waste. However, policy developments (such as the recent 25 year plan for the Environment ('A Green Future'¹) and the earlier inclusion, as part of the EU Circular Economy Package, of food within the TEEP arrangements) represent a direction of travel in respect of food waste which re3 acknowledges in its strategic planning. It is important that, on behalf of residents, the re3 councils minimise exposure to conditions and arrangements which indirectly support wastefulness or penalise waste avoidance. It is for this reason that this objective sits alongside work to reduce food waste at source.

Principal Owners	Target
re3 Project Team The Contractor and Operator of the MRF (re3 Ltd and FCC Berkshire Ltd).	Treatment of food waste available for re3 Contract by April 2019

Notes
<ul style="list-style-type: none"> • This objective seeks to support a widened aspiration of the re3 partnership in terms of what it can achieve. • Depending on the type of service, the collection and processing of food waste can support associated specific and general objectives such as energy production, waste collection efficiency and the overall recycling rate.

Ref	Objective
I	The re3 partnership will work in support of the WRAP campaign on plastics
Additional Background	
The re3 Partnership supports the principles of the Recycle Now/ WRAP campaign. As the principal household waste organisation within the combined administrative areas of Bracknell Forest, Reading and Wokingham Boroughs, the re3 Partnership recognises its potential to promote and support activities and behaviours.	
Principal Owners	
re3 Project Team re3 Board Individual re3 Councils The Contractor and Operator of the MRF (re3 Ltd and FCC Berkshire Ltd).	
Target	
TBC	
Notes	
<ul style="list-style-type: none"> • This objective proposes support for the national campaign managed by WRAP, launched on 22 February. 	

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/673203/25-year-environment-plan.pdf

Ref	Objective
J	The re3 partnership will take steps to increase recycling of glass bottles and jars.
Additional Background	
Bottle Banks are a critical part of the overall recycling package for the re3 councils. Many bottle banks are provided within the shared re3 contract while others have been added to further improve accessibility for residents. The 'Lotta Bottle' campaign provides incentives for community groups to work with the re3 Partnership to capture more glass. This scheme requires the commitment of the re3 councils, Councillors, Officers and, most crucially, residents in order to be successful. If it is successful, significant environmental and financial gains are achievable.	
Owners	Target
re3 Board Individual re3 Councils re3 Project Team The Contractor and Operator of the MRF (re3 Ltd and FCC Berkshire Ltd).	Increase recycling of glass bottles and jars at bring banks to 5% of household waste per annum.
Notes	
<ul style="list-style-type: none"> re3 residents already make good use of existing bottle banks. Improvement in utilisation and capture of glass is possible though. Using the existing bottle bank system is expected to remain the most financially advantageous system (though other means of capture, such as collections, will continue to be reviewed). 	

Ref	Objective
K	The re3 partnership will support the current Minerals and Waste Planning process to ensure strategic waste planning within the re3 area.
Additional Background	
Waste Planning will be an important issue for the re3 councils as the current contract progresses, and ultimately nears its final years. The re3 partnership will support the Minerals and Waste Planning process to ensure strategic waste planning within the re3 area.	
Owners	Target
re3 Board re3 Project Team Individual re3 Councils	Successful delivery of the Central Berkshire Minerals and Waste Plan in 2019.
Notes	
<ul style="list-style-type: none"> This objective relates to the input of the re3 councils to the process. It should be noted that The Royal Borough of Windsor and Maidenhead are also a co-contributor to the Plan itself. This objective is principally concerned with the 'waste' element of the Plan. 	

- This objective is linked to objective L in this re3 Strategy.

Ref	Objective
L	The re3 partnership will consider the potential requirement for new waste management facilities within the re3 area between 2016 and 2036.

Additional Background

With increased residential development and performance considerations in mind, the re3 partnership may need to supplement the existing complement of re3 facilities. It is also the case that the development of new facilities could support aspirations in relation to commerciality and/or greater self-sufficiency (in waste management or energy provision on a local scale).

The re3 partnership will consider the potential requirement for new waste management facilities within the re3 area between 2016 and 2036 (the latter date being the same as the potential Minerals and Waste Plan timescale). An open process of reviewing needs and aspirations, alongside the development of the Minerals and Waste Plan, will assist the re3 councils.

Owners	Target
re3 Board Individual re3 Councils re3 Project Team The Contractor and Operator of the MRF (re3 Ltd and FCC Berkshire Ltd). re3 Project Team	Outline consideration of options for future development reported to the re3 Board before the end of 2019.

Notes

- The re3 councils consider that being open about their aspirations and plans would assist potential service providers in bringing forward options.
- Moreover, the process of assessing options will ideally lend itself to sharing current expectations with residents and other stakeholders – such as on the cost and affordability of potential new facilities.
- It is important that the timetable of this objective does not fall behind that of objective K. Accordingly, the timescale may need to be amended forward.

Ref	Objective
M	Communication activities for re3 will be coordinated by the shared Marketing and Communications Officer and will support the re3 partnership in speaking as one on relevant waste issues.

Additional Background	
<p>The re3 partnership has agreed to work together in the delivery of marketing and communications campaigns where they relate to common (uniform) aspects of the waste service. Communication activities for re3 will be coordinated by the shared Marketing and Communications Officer and will support the re3 partnership in speaking as one on relevant waste issues. Communications campaigns for re3 will be set out in an annual Communications Strategy (to include social media).</p> <p>This objective will also include working with schools (always alongside the relevant re3 Council) to improve awareness of recycling and waste issues by school-age children in the re3 area.</p> <p>Collaboration and coordination between the re3 Partnership and The Contractor is also essential, not least in relation to the shared website.</p>	
Principal Owners	Target
<p>re3 Project Team re3 Board Individual re3 Councils The Contractor and Operator of the MRF (re3 Ltd and FCC Berkshire Ltd).</p>	<p>Delivery of Communications Plan, in collaboration with and support of the re3 Councils, during 2018/19.</p>
Notes	
<ul style="list-style-type: none"> • The re3 Joint Waste Disposal Board and the respective Communications Teams and Senior Officers of the re3 Councils have approved a shared Communications Strategy. • This objective supports all other objectives within the re3 Strategy. 	

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE AND SPORT

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	2 JULY 2018	AGENDA ITEM:	10
TITLE:	CENTRAL AND EASTERN BERKSHIRE JOINT MINERALS AND WASTE PLAN DRAFT PLAN CONSULTATION		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	All
LEAD OFFICER:	KIARAN ROUGHAN	TEL:	0118 937 4530
JOB TITLE:	PLANNING MANAGER	E-MAIL:	kiaran.roughan@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks approval for the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan and associated supporting documents. It is intended that consultation on the Draft Document will be undertaken, starting in August and finishing in October 2018 (exact dates have not yet been finalised. This consultation/ community involvement will then feed into the preparation of a revised version of the draft local plan for eventual submission to the Secretary of State.
- 1.2 Reading Borough Council is preparing the Central and Eastern Berkshire Joint Minerals and Waste Plan jointly with the Royal Borough of Windsor and Maidenhead, Bracknell Forest Borough Council and Wokingham Borough Council. The Plan is being prepared by the Hampshire Services of Hampshire County Council. Draft consultation documents are attached, or are available on request. They are at an advanced stage of preparation, but will be subject to some further minor drafting/amendment prior to being made available as part of the consultation.
- 1.3 The Draft Central and Eastern Berkshire Joint Minerals and Waste Plan follows on from consultation on the Issues and Options stage of local plan preparation which was undertaken during summer 2017.

Responses to that consultation along with various factors detailed below have been taken into account in drawing up the Draft Plan.

2. RECOMMENDED ACTION

- 2.1 That the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan (Appendix 1) be approved.
- 2.2 That community involvement on the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan and associated supporting documents to take place during late summer/October 2018 be authorised;
- 2.3 That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to the commencement of community involvement.

3. POLICY CONTEXT

- 3.1 The unitary authorities in Berkshire have responsibility for the planning of sites for the future production of minerals and for the management of waste disposal within the Berkshire area. Minerals and Waste is an area of planning which is strategic in nature and as such is better planned on a larger geography than an individual unitary authority. As such, Bracknell Forest, Reading, the Royal Borough of Windsor and Maidenhead and Wokingham Councils are pursuing a Joint Minerals and Waste Plan. Slough BC does not wish to take part in this joint arrangement, but will have a watching brief. West Berkshire Council is currently preparing a Minerals and Waste Local Plan for its district.
- 3.2 In September 2016, Policy Committee approved a Joint Working Agreement between Hampshire County Council (HCC), the Royal Borough of Windsor and Maidenhead (RBWM), Wokingham Borough Council (WBC), Bracknell Forest Council (BFC) and Reading Borough Council (RBC) for the preparation of a Minerals and Waste Plan for the Central and Eastern Berkshire area. The plan will cover the area of the 4 Berkshire authorities and it will guide minerals and waste decision-making in the plan area up to 2036. The Councils currently rely on a Replacement Minerals Local Plan for Berkshire (Adopted in 1995 but subject to Alterations in 1997 and 2001) and the Waste Local Plan for Berkshire (1998). These were prepared and adopted by the former Berkshire County Council and are now out of date. The

policies in the existing minerals and waste plans for Berkshire were designed to guide development until 2006. Although the ‘saved’ policies are still used, their effectiveness is now very limited.

- 3.3 The preparation of the Joint Minerals & Waste Plan will need to accord with current planning policy and guidance on minerals and waste. These are contained within the National Planning Policy Framework (NPPF) and the accompanying National Planning Practice Guidance along with the Waste Management Plan for England which was published in December 2013, and the National Planning Policy for Waste which was published in October 2014.

4. THE PROPOSAL

a) Current Position

- 4.1 Following on from the consultation on the Issues and Options stage of local plan preparation, a Draft Plan has been prepared. This takes account of the results of consultation on the Issues and Options as well as information put forward in 2 separate “Call for Sites” exercises. Discussions have been held with a range of planning authorities and other organisations that may be affected by the strategies and policies in the Plan under the requirements for Duty to Co-operate. This has ensured that effective cooperation has been undertaken where there are cross-boundary impacts. The results of these discussions have been taken account of in preparing the Draft Plan.
- 4.2 The Joint Minerals and Waste Plan builds upon the formerly adopted minerals and waste plans for the Berkshire area, and updates, improves and strengthens the policies to ensure that they are relevant in the period up to 2036. The Draft Plan sets out background and context information relevant to planning for minerals and waste in the Central and Eastern Berkshire area. It sets out various evidence and analysis along with forecasting for future needs for minerals extraction and waste facilities in the plan area. It proposes a spatial vision and a spatial strategy which notes extensive cross boundary movement of minerals and waste materials. Inevitably, in the case of minerals extraction, the spatial strategy is closely aligned with the availability of winnable resources within the plan area.
- 4.3 The ‘Issues and Options’ Consultation was the first formal stage of engagement in the process to move to a fully up to date local plan. As a result of the responses received and consideration of local circumstances, the options have been narrowed down to identify the draft policies and proposed allocations. A summary report of the representations made at the Issues and Options stage is available on the Joint Minerals & Waste consultation website.¹

¹ www.hants.gov.uk/berksconsult

- 4.4 The Draft Plan (previously referred to as ‘the Preferred Options’) is a key part in the preparation process for the new Joint Minerals and Waste Plan. The Draft Plan identifies and sets out the following subjects for the period up to, and including, the year 2036:
- The long term Spatial Vision and Strategic Objectives for minerals and waste in Central and Eastern Berkshire;
 - The delivery strategy for minerals and waste planning that identifies how the objectives will be achieved through development policies in the plan period;
 - The Development Management (DM) policies that will be used when the Local Planning Authorities make decisions on planning applications; and
 - How each policy will be implemented and monitored by the Central & Eastern Berkshire Authorities to ensure their effectiveness.
- 4.5 The vision of the plan seeks to ensure, working with other authorities and bodies, the maintenance of a steady and adequate supply of minerals, whilst maximising the contribution that minerals development can bring to local communities, the economy and the natural environment. It intends that waste will be managed in a sustainable way, in accordance with the waste hierarchy. It seeks to ensure the best environmental solution to waste management is delivered. The Plan will also ensure that the full extent of social, economic and environmental benefits of minerals and waste development are captured, contributing to and enhancing quality of life and living standards within the area, whilst minimising impacts on the natural environment.
- 4.6 The Draft Plan sets out a range of policies for both minerals and waste planning. For minerals these include policies cover the spatial strategy, the safeguarding of mineral resources and minerals infrastructure, managing the supply of sand and gravel, and supporting the supply of chalk and clay and of recycled and secondary aggregates. Policy also provides support for aggregate wharves or rail depots. For waste planning the policies include an overall strategy policy, safeguarding policies for waste management facilities, the provision of additional waste infrastructure capacity and a policy to control the re-working of landfill sites. The document also contains a series of development management policies which provide a framework for dealing with planning applications. These include policies on sustainable development, climate change, various environmental protection, restoration of workings, protecting public health, safety and amenity, water and flooding, transport, design and ancillary development.
-

4.7 The Draft Plan proposes the allocation of a number of strategic sites to enable the delivery of the vision. There are a number of minerals sites, the details of which are provided in Appendix A of the document. Sites for additional waste management infrastructure are set out in policy D4 of the document. There are no strategic sites for either minerals or waste within Reading Borough. The plan has also made an assessment that has identified that a number of industrial estates in Reading, Bracknell Forest and Wokingham would be suitable for waste uses. These are not named in the policy or supporting text. They are discussed in more detail in the Background Document, “Waste: Proposal Study.”

4.8 The governance for the preparation of the local plan is headed by a Joint Board with representation from each of the authorities made up of portfolio holders and one additional representative. The Board acts as an advisory body for the preparation of the plan. The Board met on 1st February 2018 to consider the Draft Plan. It received a presentation on the content of the Draft Plan and provided comments on the strategy and the proposed Strategic Sites.

b) Option Proposed

4.7 The Draft Central and Eastern Berkshire Joint Minerals and Waste Plan, and various associated documents, are now being finalised for approval by each of the authorities. The other joint authorities have considered or will consider the Draft Plan in committees which met or will meet during May, June and July 2018. Subject to approval by all 4 joint authorities, it is intended to formally consult on the Draft Local Plan and various associated documents in the period between August and October 2018.

4.8 The Draft Plan refers to a number of separate studies as follows:

- *Minerals Background Study*: updated since its original publication as part of the Issues and Options consultation undertaken during summer 2017;
- *Waste Background Study*: updated since its original publication as part of the issues and Options consultation undertaken during summer 2017;
- *Interim Strategic Environmental Assessment Report*: This incorporates the Sustainability Appraisal and sets out the assessment of how policies and sites ensure that the Local Plan will not have any significant impacts on the Central & Eastern Berkshire environment, communities and economy.
- *Habitats Regulation Screening Report*: sets out the assessment of potential impacts of the policies and sites on European designated habitats.
- *Safeguarding Study*: This considers the safeguarding of mineral resources and associated infrastructure, including that associated with waste management;

- *Duty to Cooperate Statement*: sets out the key strategic issues that have been identified how the Joint Authorities have worked with other councils, public bodies and other organisations to address these issues and maximise the effectiveness of the Plan.
- *Strategic Transport Assessment (STA)*: documents key transport evidence and sustainability issues;
- *Strategic Landscape and Visual Assessment*: overview of the likely impact on visual and landscape character of each of the proposed site allocations in the Draft Local Plan;
- *Restoration Study*: sets out the provision of effective, deliverable measures for appropriate restoration, aftercare and after-use;
- *Waste: Proposal Study*: details how new and enhanced waste management infrastructure will be provided in suitable locations across the plan area;
- *Minerals: Proposal Study*: considers viable proposals for Sharp Sand and Gravel extraction and Minerals infrastructure;
- *Consultation Strategy* - sets out how communities and key stakeholders will be consulted during the plan-making process;
- *Equalities Impact Assessment* - sets out how the Plan will be assessed during preparation stages to ensure it is not having an impact of particular sectors of Central & Eastern Berkshire's communities;
- *Strategic Flood Risk Assessment* - sets out the flood risks associated with the Plan area and the findings of assessments of the proposed site allocations.

Other supporting documentation will include a consultation response form and a survey questionnaire.

- 4.9 All documentation will be available to view and download from the Joint Minerals & Waste Plan consultation website².
- 4.10 Draft versions of these documents are available to Councillors on request. Finalised versions will be made available via a link on the Council's website as part of the consultation.
- 4.11 Consultation will be undertaken by Hampshire Services with the joint authorities. The consultation exercise is being designed to meet the policies and practice set in the Statements of Community Involvement adopted by each of the joint authorities. Consultation will be undertaken with a wide range of parties, including those on the Council's Local Plan consultation database, during June and July 2018. The consultation will involve sending emails/ letters to individuals, organisations, councillors, and internal officers along with

² www.hants.gov.uk/berksconsult

some public exhibitions the details of which are yet to be finalised. Advertising and details will be placed on the RBC website. The results of the consultation will be reported in a Consultation Summary Report which will be produced following the close of the consultation.

- 4.12 Representations made in response to the Draft Plan consultation document, SA/SEA report and other relevant documentation will be given due consideration in the preparation of the next stage document, the pre-submission draft plan, for which approval is programmed to be sought in the early part of 2019.
- 4.13 Approval for the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan, and for other documents that will inform the plan, is sought from Committee. As work on these documents is on-going, delegated authority is sought for the final versions to be agreed by the Head of Planning Development and Regulatory Services in consultation with the Lead Councillor for Strategic Environment, Planning and Transport. Committee is also requested to authorise the undertaking of the community involvement described in this report

c) Other Options Considered

- 4.14 There is no real alternative option that could be considered for taking the local plan forward to adoption. The only other option now available is not to progress the plan any further. That is not recommended.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The Central and Eastern Berkshire Joint Minerals and Waste Plan will contribute to achieving the Council's priorities set out in the Corporate Plan through the provision of minerals, mainly for use in construction, and facilities for the dealing with waste which will contribute to "Keeping the town clean, safe, green and active" and to "Providing infrastructure to support the economy."

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Consultation will be undertaken with a wide range of parties including those on the Council's Local Plan consultation database for a period of at least six weeks. The Consultation will be designed to meet the Council's adopted Statement of Community Involvement for planning consultations. This will involve sending emails/letters to a number of individuals, organisations, councillors, and internal officers along with some public exhibitions which are yet to be planned. Advertising and details will be placed on the RBC website.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 The Council has had regard to the general equality duty imposed by the Equality Act 2010 (S.149). This requires public authorities, in the exercise of their functions, to have due regard to the need to eliminate discrimination, harassment and victimisation etc.; to advance equality of opportunity between people who share a relevant protected characteristic and people who do not; and to foster good relations between people who share a relevant protected characteristic and those who do not.
- 7.2 A separate Equalities Impact Assessment Report has been prepared to guide the preparation of the plan. This sets out an assessment of the Plan to demonstrate that it will not unduly impact on particular sectors of Central & Eastern Berkshire's communities.

8. LEGAL IMPLICATIONS

- 8.1 Local Plans documents are produced under the Planning and Compulsory Purchase Act 2004. The process for producing local plans is set out in the Town and Country Planning (Local Planning) (England) Regulations 2012.

9. FINANCIAL IMPLICATIONS

- 9.1 The cost of preparing the Central and Eastern Berkshire Joint Minerals and Waste Plan is being shared equally amongst the 4 commissioning joint authorities. This was agreed by Policy Committee In September 2016, in approving the preparation of a Joint Minerals and Waste Plan for the Central and Eastern Berkshire area. The preparation of the plan over its currently programmed 4 year period equates to a figure in the region of £56-70k per authority per annum. This has been agreed by the other 3 authorities. Reading Borough Council's share is being paid from the current Planning budget.

Value for Money

- 9.2 The preparation of Central and Eastern Berkshire Joint Minerals and Waste Plan will ensure that there is proper planning for minerals and waste in the area, that such developments are appropriate to their area, that significant effects are mitigated, that contributions are made to local infrastructure, and that there are no significant environmental, social and economic effects. Robust policies will also reduce the likelihood of planning by appeal, which can result in the Council losing control over the form of development, as well as significant financial implications. Production of the local plan, in line with legislation, national policy and best practice, therefore represents good value for money.

Risk Assessment

9.3 There are no direct financial risks associated with the report.

10. BACKGROUND PAPERS

- National Planning Policy Framework (2012) - <https://www.gov.uk/government/publications/national-planning-policy-framework--3>
- National Planning Practice Guidance - <http://planningguidance.communities.gov.uk/>
- Waste Management Plan for England - <https://www.gov.uk/government/publications/waste-management-plan-for-england>
- National Planning Policy for Waste - <https://www.gov.uk/government/publications/national-planning-policy-for-waste>

Central and Eastern Berkshire

Joint Minerals and Waste Plan

Draft Plan

Consultation Paper

May 2018



www.rbwm.gov.uk



**WOKINGHAM
BOROUGH COUNCIL**

Prepared by Hampshire Services
Hampshire County Council
www.hants.gov.uk/sharedexpertise



© Crown copyright and database rights 2017
Ordnance Survey 100018817
Derived from 1:50000 scale BGS Digital
Data under
Licence 2011/049F, British Geological
Survey ©NERC

About this document and the Draft Plan consultation

Central & Eastern Berkshire – Joint Minerals & Waste Plan

Local Planning Authorities have a statutory responsibility to prepare and maintain an up-to-date local plan. Bracknell Forest Council, Reading Borough Council, the Royal Borough of Windsor and Maidenhead and Wokingham Borough Council (collectively referred to as the 'Central & Eastern Berkshire Authorities') are working in partnership to produce a Joint Minerals & Waste Plan which will guide minerals and waste decision-making in the Plan area for the period up to 2036.

The Joint Minerals & Waste Plan will build upon the formerly adopted minerals and waste plans for the Berkshire area, and improve, update and strengthen the policies and provide details of strategic sites that are proposed to deliver the vision.

The currently adopted minerals and waste plans for the Berkshire area¹ are the Replacement Minerals Local Plan for Berkshire, adopted in 1995 and subsequently adopted alterations in 1997 and 2001² (including Appendices³ and saved policies⁴) and the Waste Local Plan for Berkshire adopted in 1998⁵ (including saved policies). The Minerals Local Plan and Waste Local Plan cover the administrative areas of the Central & Eastern Berkshire Authorities, as well as Slough Borough Council and West Berkshire Council. While these plans cover the period until 2006, the Secretary of State has directed that a number of policies in them should be saved indefinitely until replaced by national, regional or local minerals and waste policies. For the Central & Eastern Berkshire Authorities, these saved policies will be replaced by the Joint Minerals & Waste Plan, when it is adopted.

A review of the Replacement Minerals Local Plan for Berkshire and the Waste Local Plan for Berkshire was previously being undertaken on behalf of the six Berkshire Unitary Authorities by the Joint Strategic Planning Unit. During the Examination of the Core Strategy concerns were raised and the Secretary of State subsequently formally requested the withdrawal of the Core Strategy in January 2010.

After a review of minerals and waste planning, the Central & Eastern Berkshire Authorities decided to progress with a Joint Minerals & Waste Plan. While the Joint Minerals & Waste Plan does not cover Slough Borough Council⁶ or West Berkshire

¹ Minerals and Waste. <http://www.wokingham.gov.uk/planning-and-building-control/planning-policy/minerals-and-waste/>

² Replacement Minerals Local Plan for Berkshire 2001 - <http://www.bracknell-forest.gov.uk/replacement-minerals-local-plan-for-berkshire-2001.pdf>

³ Replacement Minerals Local Plan for Berkshire 2001 Appendices. <http://www.bracknell-forest.gov.uk/replacement-minerals-local-plan-for-berkshire-2001-appendices.pdf>

⁴ Mineral Local Plan Saved Policies. <http://www.bracknell-forest.gov.uk/mineral-local-plan-saved-policies-schedule.pdf>

⁵ Waste Local Plan for Berkshire. 1998. <http://www.bracknell-forest.gov.uk/waste-local-plan-for-berkshire.pdf>

⁶ Slough Borough Council minerals and waste policy - <http://www.slough.gov.uk/council/strategies-plans-and-policies/minerals-and-waste.aspx>

Council⁷, close coordination of the work between the Berkshire authorities will continue in order to plan for minerals and waste strategically and address any cross-border issues that may arise.

Preparing the Plan has involved engagement and collaboration with communities, local organisations and businesses. Public consultation will be held for each stage of the plan-making process. This Draft Plan consultation document follows an 'Issues and Options' Consultation carried out in the summer of 2017. The feedback and responses from that consultation have informed the direction of the draft Plan. It has also been prepared in cooperation with neighbouring authorities and other minerals and waste planning authorities that may be affected by the strategies and policies in the Plan. This has ensured that effective cooperation has been undertaken where there are cross-boundary impacts.

The Central & Eastern Berkshire – Joint Minerals and Waste Plan (JMWP) covers the period to 2036. This aligns the Plan with other Local Plans being developed by the authorities and meets the National Planning Policy Framework requirements. The JMWP sets out the overarching strategy and planning policies for mineral extraction, importation and recycling, and the waste management of all waste streams that are generated or managed in Central and Eastern Berkshire.

The Draft Plan consultation stage

This stage includes the initial Draft Plan (previously referred to as 'Preferred Options') and is a key part in the preparation process for the new Joint Minerals and Waste Plan. The Draft Plan identifies and sets out the following subjects for the period up to, and including, the year 2036:

- The long term Spatial Vision and Strategic Objectives for minerals and waste in Central and Eastern Berkshire;
- The delivery strategy for minerals and waste planning that identifies how the objectives will be achieved through development policies in the plan period;
- The Development Management (DM) policies that will be used when the Local Planning Authorities make decisions on planning applications; and
- How each policy will be implemented and monitored by the Central & Eastern Berkshire Authorities to ensure their effectiveness.

The 'Issues and Options' Consultation was the first formal stage of engagement in the process to move to a fully up to date local plan. As a result of the responses received and consideration of local circumstances, the options have been narrowed down to identify the draft policies and proposed allocations. A summary report of the

⁷ Emerging West Berkshire Minerals and Waste Local Plan - <http://info.westberks.gov.uk/index.aspx?articleid=29081>

representations made at the Issues and Options stage is available on the Joint Minerals & Waste Plan consultation website: www.hants.gov.uk/berksconsult.

Responding to the Draft Plan consultation

We would like to hear from you in respect of your views on the consultation document and its accompanying material (Appendix C lists the accompanying material).

Consultation on the Draft Plan commences on 20th June 2018 and runs for eight weeks until 15th August 2018.

This document, the Interim Sustainability Appraisal (incorporating Strategic Environmental Assessment) (SA/SEA) Report, Habitats Regulation Screening Assessment and other supporting documentation, along with a consultation response form and a survey questionnaire, are all available to view and download from the Joint Minerals & Waste Plan consultation website: www.hants.gov.uk/berksconsult.

The stages to come

Representations made in response to the Draft Plan consultation document, SA/SEA report and other relevant documentation will be given due consideration in the preparation of the next stage document, 'Proposed Submission'.

Contents

About this document and the Draft Plan consultation.....	1
Central & Eastern Berkshire – Joint Minerals & Waste Plan.....	1
The Draft Plan consultation stage.....	2
The stages to come	3
1. Introduction	6
Status of the Plan	6
Links with Legislation, Other Policies and Strategies.....	7
Assessment of the Local Plan	9
2. Background and Context.....	10
The Central and Eastern Berkshire Context	10
The role of minerals in supporting economic growth.....	10
The importance of planning for aggregates	11
The importance of planning for Waste	11
3. Spatial Vision for Minerals and Waste.....	13
Vision.....	13
Strategic Plan Objectives.....	14
Spatial Strategy	15
4. Key Diagram	19
5. Delivery Strategy for Minerals	20
Minerals in Central and Eastern Berkshire	20
Sustainable mineral strategy	21
Safeguarding Mineral Resources.....	25
Managing the supply of aggregate.....	30
Locations for sand and gravel extraction	33
Supply of recycled and secondary aggregates	37
Energy minerals.....	39
Coal.....	40
Other non-aggregates.....	41
Chalk.....	41
Clay	41
Aggregate wharves and Rail Depots	44
Safeguarding other minerals development infrastructure	46
6. Delivery Strategy for Waste.....	49
Waste in Central and Eastern Berkshire	49
Sustainable waste development strategy	51
 <i>Central & Eastern Berkshire: Joint Minerals & Waste Plan</i>	 4
<i>Draft Plan – Consultation Document</i>	

Safeguarding of waste management facilities	54
Waste capacity requirements	57
Recycling capacity requirements.....	57
Residual capacity requirements	58
Recovery capacity	58
Landfill capacity.....	59
Hazardous waste capacity requirements	60
Sludge, liquid, effluent and waste water treatment capacity requirements	60
Inert recycling and recovery capacity	60
Locations and sites for waste management	64
Types of waste management facilities	65
Re-working landfills	70
7. Development Management Policies.....	72
Sustainable Development.....	73
Climate Change – Mitigation and Adaptation.....	75
Protection of Habitats and Species.....	77
Protection of Designated Landscape	81
Protection of the Countryside	83
Green Belt	85
Conserving the Historic Environment.....	88
Restoration of Minerals and Waste Developments.....	90
Protecting Public Health, Safety and Amenity	94
Water Environment and Flood Risk	97
Sustainable Transport Movements	100
High Quality Design of Minerals and Waste Development	103
Ancillary development.....	105
Glossary & Acronyms.....	107
Appendix A – Proposed Sites.....	125
Appendix B – Waste Facility Categories	151
Appendix C - The Evidence Base	165

1. Introduction

Status of the Plan

- 1.1 The Central & Eastern Berkshire - Joint Minerals and Waste Plan forms the land use planning strategy for minerals and waste development within the administrative area covered by the Central & Eastern Berkshire Authorities which are:
 - Bracknell Forest Council
 - Reading Borough Council;
 - Wokingham Borough Council; and
 - The Royal Borough of Windsor and Maidenhead.
- 1.2 Together with the individually adopted Local Plans for each Authority, it forms the development plan for the area. The Plan guides the level of minerals and waste development needed within Central and Eastern Berkshire, and identifies where development should go. Proposals for minerals and waste developments will be considered against the policies contained in the Plan. The Plan is also relevant to the determination of non-minerals and waste applications which may be determined by those Authorities (in terms of other matters such as housing).
- 1.3 The detailed timescale for preparation of the Plan is set out in the Local Development Scheme (which is the formal programme for the plan preparation process) for each of the Authorities⁸. The Joint Minerals & Waste Plan (JMWP) is a Local Plan, supported by other development documents, such as the Statement of Community Involvement, for each Authority. The policies in this Plan will replace all previous Minerals and Waste Plan policies. The Plan period for the JMWP is up to 31 December 2036.
- 1.4 The Plan is being prepared in accordance with national legislation. It has also been prepared to be in general conformity with the National Planning Policy Framework (NPPF), National Planning Policy for Waste (NPPW) and the Waste Management Plan for England.
- 1.5 The JMWP only applies to the administrative area of the four unitary councils of Bracknell Forest, Reading, Wokingham and Windsor and Maidenhead. The

⁸ Bracknell Forest LDS: <https://www.bracknell-forest.gov.uk/sites/default/files/documents/local-development-scheme-2016-to-2019.pdf>

Reading LDS: http://www.reading.gov.uk/media/1053/Local-Development-Scheme/pdf/Local_Development_Scheme_November_2016.pdf

Windsor & Maidenhead LDS:

https://www3.rbwm.gov.uk/downloads/download/493/local_development_scheme_timetable

Wokingham LDS: <http://www.wokingham.gov.uk/planning/planning-policy/planning-policy-supporting-information/>

West Berkshire and Slough unitary authorities are preparing their own Local Plans.

- 1.6 Annual monitoring will determine when it is necessary to trigger a review of the adopted Plan and its policies. The proposed monitoring issues, indicators and triggers accompany each of the policies in this Draft Plan.
- 1.7 The preparation of the Plan provides the opportunity to develop a new spatial strategy for minerals and waste planning in Central and Eastern Berkshire. At the same time it allows for changes and adjustments to be made in the planning approach in order to reflect new legislation and other developments since adoption of its predecessors.
- 1.8 The evidence base for the Plan includes the Minerals Background Study and the Waste Background Study which set out the requirements for mineral supply and waste management provision, presented in this Plan (see Appendix C).

Links with Legislation, Other Policies and Strategies

National Planning Policy

- 1.10 The Joint Minerals & Waste Plan will need to accord with current planning policy and guidance on minerals and waste. The National Planning Policy Framework (NPPF)⁹ was published on 27 March 2012 with the accompanying National Planning Practice Guidance¹⁰ launched in 2014 as a live document, updated as necessary by the Government. The Waste Management Plan for England¹¹ was published in December 2013, followed by the National Planning Policy for Waste¹² which was published in October 2014. A review of the NPPF is underway by government during 2018 and any future updates of this Plan will incorporate any relevant amendments.
- 1.11 A 'Duty to Cooperate'¹³ was introduced by the Localism Act and Regulations in 2011 in order to encourage local planning authorities to address issues which have impacts beyond their administrative boundaries. The approach being taken by the Central & Eastern Berkshire Authorities recognises that minerals

⁹ National Planning Policy Framework (2012) - <https://www.gov.uk/government/publications/national-planning-policy-framework--3>

¹⁰ Planning Practice Guidance - <http://planningguidance.communities.gov.uk/>

¹¹ Waste Management Plan for England - <https://www.gov.uk/government/publications/waste-management-plan-for-england>

¹² National Planning Policy for Waste - <https://www.gov.uk/government/publications/national-planning-policy-for-waste>

¹³ Localism Act 2011 - <http://www.legislation.gov.uk/ukpga/2011/20/section/110/enacted>

and waste issues require a strategic cross-boundary approach. Beyond this, it is necessary to demonstrate on-going, constructive, and active engagement with other neighbouring councils and certain organisations that are concerned with sustainable development.

1.12 In order to demonstrate how this duty has been addressed, a Duty to Cooperate Statement accompanies this consultation document. The Statement shows who the authorities have cooperated with, the matters discussed, and when and where meetings have taken place to discuss sustainable development and strategic policies to achieve this. This Statement will be updated throughout the process and will be published alongside the Submission version of the JMWP, and sent to the Secretary of State for consideration through the examination in public process.

Regional Planning Policy

1.13 The South East Plan was partially revoked on 25 March 2013. Policy NRM6, which deals with the Thames Basin Heaths Special Protection Area, remains in place as a saved policy¹⁴ and is relevant to the Plan area.

Local Plans

1.14 Each of the Central & Eastern Berkshire Authorities will continue to prepare its own Local Plan, which will focus on the areas of planning that are not related to minerals and waste. They include the following:

- Comprehensive Local Plan for Bracknell¹⁵;
- Local Plan Update for Wokingham¹⁶;
- New Local Plan for Reading¹⁷; and the
- Borough Local Plan for Windsor and Maidenhead¹⁸.

Strategies

1.15 A Statement of Community Involvement (SCI) sets out the approach for involving the community in the preparation, alteration and continuing review of all development plan documents, and in publicising and dealing with planning applications. Each of the Central & Eastern Berkshire Authorities has adopted its own Statement of Community Involvement. They are as follows:

¹⁴ Natural Resource Management (NRM6) - <http://www.bracknell-forest.gov.uk/south-east-plan-policy-nrm6.pdf>

¹⁵ Comprehensive Local Plan for Bracknell: <http://www.bracknell-forest.gov.uk/comprehensivelocalplan>

¹⁶ Local Plan Update for Wokingham: <http://www.wokingham.gov.uk/planning-and-building-control/planning-policy/local-plan-update/>

¹⁷ New Local Plan for Reading: <http://www.reading.gov.uk/newlocalplan>

¹⁸ Borough Local Plan for Windsor and Maidenhead: https://www3.rbwm.gov.uk/info/201026/borough_local_plan/1351/submission/1

- Bracknell Forest SCI (adopted 2014)¹⁹;
- Reading SCI (adopted 2014)²⁰;
- Windsor and Maidenhead SCI (adopted 2016)²¹; and
- Wokingham SCI (adopted 2014)²².

1.16 Central and Eastern Berkshire is located within the Thames Valley Berkshire Local Enterprise Partnership (LEP) area. The Thames Valley Berkshire LEP has produced a Strategic Economic Plan²³ which outlines the proposed strategic plan for implementing national economic growth and needs to be taken into consideration.

Assessment of the Local Plan

1.17 In line with European Directives, the Draft Plan has been subject to the following statutory assessments throughout its preparation:

- Strategic Environmental Assessment (incorporated into the Sustainability Appraisal); and
- Habitats Regulation Assessment.

1.18 In compliance with National policy, the Draft Plan is also subject to Strategic Flood Risk Assessment.

¹⁹ Bracknell Forest Council. Statement of Community Involvement 2014. <http://www.bracknell-forest.gov.uk/statement-of-community-involvement-2014.pdf>

²⁰ Reading Borough Council. Statement of Community Involvement. 2014 <http://www.reading.gov.uk/media/1051/Statement-of-Community-Involvement-Adopted-March-2014/pdf/Statement-Of-Community-Involvement-Mar14.pdf>

²¹ Royal Borough of Windsor and Maidenhead. Statement of Community Involvement 2016 https://www3.rbwm.gov.uk/info/200209/planning_policy/460/statement_of_community_involvement/1

²² Wokingham Borough Council. Statement of Community Involvement 2014 <http://www.wokingham.gov.uk/business-and-licensing/licensing-and-trade/licensing-decisions/?assetdet8733745=306132&categoryesct18379511=5844>

²³ <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Strategy.pdf>

2. Background and Context

The Central and Eastern Berkshire Context

- 2.1 The Central & Eastern Berkshire Authorities have a combined population of around 600,000, split relatively evenly between the four authorities. Spatially the degree of urbanisation increases from west to east, with the main centres of population and commercial activity located around the centres of Reading, Bracknell and Maidenhead.
- 2.2 With regards to individual authorities, Reading has a significantly greater population density than the others at around 4,000 people per square kilometre. The population pyramid for each of the authorities mirrors that of the UK as a whole, with the most significant difference being in Reading where the increase in the 20 years bracket reflects the prominence of educational facilities, specifically Reading University.
- 2.3 Superimposed on this dense pattern of land use is the significant area of Metropolitan Green Belt which covers areas of the Bracknell Forest, Wokingham and Windsor and Maidenhead Council areas. Within this area of Green Belt, new development is tightly controlled in order to prevent the outward sprawl of London.
- 2.4 The Green Belt designation imposes significant constraints in the eastern part of the Plan area, where there is the highest demand for waste management facilities to deal with waste arisings from the main centres of population and economic activity.

The role of minerals in supporting economic growth

- 2.5 Minerals are an important element both in the national economy and that of the Plan area. Its exploitation can make a significant contribution to economic prosperity and quality of life. Central and Eastern Berkshire as well as surrounding areas are subject to major growth pressures. The maintenance of a buoyant economy, the improvement and development of infrastructure and maintenance of the building stock all requires an adequate supply of construction minerals known as aggregates. Minerals development is therefore a key part of the wider economy.
- 2.6 The location and type of minerals development can also lead to local economic benefits, through the supply of a local resource to development projects and the provision of local employment. Recycled and secondary aggregates may also

provide the economy with a more sustainable and cheaper source of aggregate to support development.

- 2.7 Mineral production is also influenced by economic factors, in terms of operators wishing to extract mineral resources and market demand. The demand for mineral resources will be determined by the action of the market and macro-economic forces that are beyond the remit of the minerals planning authority to influence.
- 2.8 The performance of the economy is constantly changing, and the activities of the minerals industry could give rise to temporary and reversible effects (in that shortages of local supply could have implications for the timing and cost of physical development, but would be unlikely to prevent it from going ahead altogether).
- 2.9 The aggregates industry is important to the Plan area's economy because of its role alongside the construction sector in enabling the physical development including major infrastructure projects that are vital for economic growth and development. The future implications for the minerals industry of continuing changes in the structure of the economy within Central and Eastern Berkshire include an ongoing need for physical infrastructure, and a need to safeguard the quality of the environment.

The importance of planning for aggregates

- 2.10 The mineral of more than local significance in Central and Eastern Berkshire is sharp sand and gravel. National Policy Guidance²⁴ outlines how aggregate supply should be managed nationally through the Managed Aggregate Supply System (MASS) which seeks to ensure a steady and adequate supply of aggregate whilst taking into account the geographical imbalances and the occurrence of resources. MASS requires mineral planning authorities to make an appropriate contribution nationally as well as locally whilst controlling environmental damage to an acceptable level.
- 2.11 Owing to the obligations under the NPPF and more specifically MASS, there is a requirement for the Central & Eastern Berkshire Authorities to enable provision of this mineral as best they can.

The importance of planning for Waste

- 2.12 If left unmanaged waste can have a number of environmental, amenity and health impacts that are undesirable. Waste also compromises considerable

²⁴ <https://www.gov.uk/guidance/minerals> (Paragraph: 060 Reference ID: 27-060-20140306)

resources, which will have been used when producing the original object. With appropriate technologies, some of these resources can be retrieved and used again, thereby reducing the need for new materials. That is why an array of legislation exists to control how waste is managed and national policy seeks to improve the sustainability of waste management.

- 2.13 There are a variety of waste management facilities and technologies. Each has different locational requirements and range of potential impacts. The planning regime can manage these impacts, but there can be a conflict between the need for waste management facilities and in planning terms the suitability of potential sites. Therefore, the Joint Minerals & Waste Plan should not only determine the amount and type of waste management facilities but also the appropriate locations for sites.
- 2.14 Ultimately, the role of the Joint Minerals & Waste Plan will be to meet national policy ambitions locally, to deliver sustainable development through driving waste up the “waste hierarchy”, recognise the need for a mix of types and scale of facilities, and make adequate provision for waste management including disposal.

3. Spatial Vision for Minerals and Waste

- 3.1 The Joint Minerals & Waste Plan will cover the period up to 2036 in order that it aligns with the Local Plans that the Central & Eastern Berkshire Authorities are producing.
- 3.2 The Vision, Strategic Plan Objectives and Spatial Strategy principles have been prepared to be consistent with National Policy principles and fit with the other Local Plans within Central and Eastern Berkshire.

Vision

- 3.3 The Vision shapes the overall direction of the Central and Eastern Berkshire - Joint Minerals & Waste Plan. The area covered by the Plan will continue to experience significant growth in the period up to 2036 and so the Vision must recognise the balance to be struck between making provision for minerals and waste developments to meet future requirements, whilst at the same time ensuring that such developments seek social, environmental and economic gains.
- 3.4 The focus of the Vision is on ensuring a sufficient supply of minerals based on the principles of sustainable development. The Joint Minerals & Waste Plan will strive to ensure that minerals are available at the right time and in the right locations to support levels of growth in terms of new housing, commercial, industrial development and essential infrastructure; and that waste is managed near to where it is produced and in accordance with the waste hierarchy. The Joint Minerals & Waste Plan will seek to provide for future minerals and waste needs; conserve local resources; maximise the recovery of waste; provide local jobs; and protect and improve the environment.
- 3.5 The following is the proposed Vision for the Joint Minerals & Waste Plan:

Vision for Central & Eastern Berkshire

In recognition of the importance of the area as a source of minerals, the Central & Eastern Berkshire Authorities will aim to ensure the maintenance of a steady and adequate supply of minerals, whilst maximising the contribution that minerals development can bring to local communities, the economy and the natural environment.

Waste will be managed in a sustainable way, in accordance with the waste hierarchy. We will work in collaboration with others to ensure the best environmental solution to waste management is delivered.

The Plan will also ensure that the full extent of social, economic and environmental benefits of minerals and waste development are captured, contributing to Central and Eastern Berkshire's economic activity and enhancing quality of life and living standards within the area, whilst minimising impacts on the natural environment.

Strategic Plan Objectives

3.6 The purpose of the strategic objectives is to assist in the delivery of the Spatial Vision and provides the context and overall direction of the Plan.

- 1) To strike a balance between the demand for mineral resources, waste treatment and disposal facilities and the need to protect the quality of life for communities, the economy and the quality and diversity of environmental assets, by protecting the environment and local communities from negative impacts;
- 2) To protect community health, safety and amenity in particular by managing traffic impacts, minimising the risk from flooding and reduction in water quality, ensuring sustainable, high quality and sensitive design and layout, sustainable construction methods, good working practices and imposing adequate separation of minerals and waste development from residents by providing appropriate screening and/or landscaping and other environmental protection measures;
- 3) To ensure minerals and waste development makes a positive contribution to the local and wider environment, and biodiversity, through the protection and creation of high quality, resilient habitats and ecological networks and landscapes that provide opportunities for enhanced biodiversity and geodiversity and contribute to the high quality of life for present and future generations;
- 4) To help mitigate the causes of, and adapt to, climate change by; developing appropriate restoration of mineral workings; prioritising movement of waste up the waste hierarchy; reducing the reliance on landfill; maximising opportunities for the re-use and recycling of waste; and facilitating new technologies to maximise the renewable energy potential of waste as a resource;
- 5) To encourage engagement between developers, site operators and communities so there is an understanding of respective needs. To consider the restoration of mineral sites at the beginning of the proposal to ensure progressive restoration in order to maximise environmental gains

and benefits to local communities through appropriate after uses that reflect local circumstance and landscape linkages;

- 6) To support the continued economic growth in Central and Eastern Berkshire, as well as neighboring economies by helping to deliver a steady and adequate supply of environmentally acceptable primary minerals and mineral-related products to support new development and key infrastructure projects locally through safeguarding mineral resources and allocating key sites;
- 7) To ensure sufficient primary aggregate is supplied to the construction industry from appropriately located and environmentally acceptable sources achieving a net reduction in 'mineral miles'. To encourage the production and use of good quality secondary and recycled aggregates, having regard to the principles of sustainable development,;
- 8) To protect key mineral resources from the unnecessary sterilisation by other forms of development, and safeguarding existing minerals and waste infrastructure, to ensure a steady and adequate supply of minerals and provision of waste management facilities in the future;
- 9) To safeguard facilities for the movement of minerals and waste by rail and encouraging the use of other non-road modes where these are available and more sustainable;
- 10) To drive waste treatment higher up the waste hierarchy and specifically to increase the re-use, recycling and recovery of materials, whilst minimising the quantities of residual waste requiring final disposal;
- 11) To encourage a zero waste economy whereby landfill is virtually eliminated (excluding inert materials) by providing for increased recycling and waste recovery facilities including energy recovery; and
- 12) To achieve a net reduction in 'waste miles' by delivering adequate capacity for managing waste as near as possible to where it is produced.

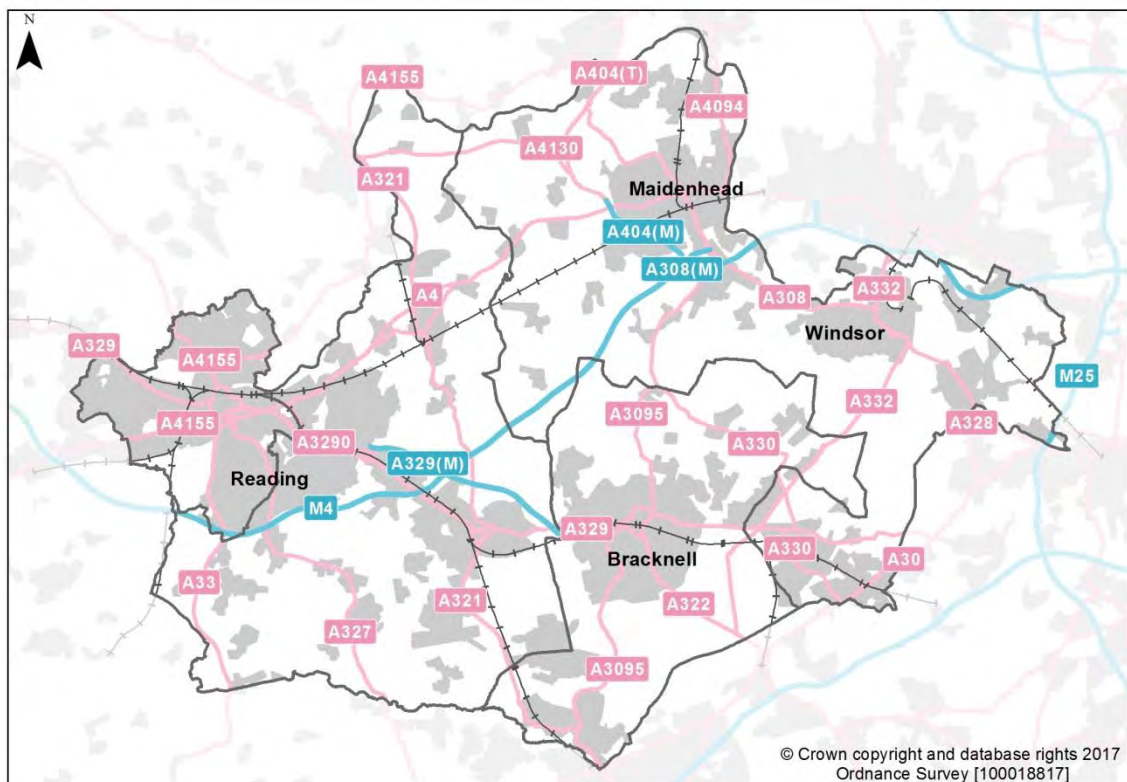
Spatial Strategy

- 3.7 The Spatial Strategy is informed by the Vision and Strategic Objectives of the Plan. It outlines the spatial approach that the Central & Eastern Berkshire Authorities will take to critical minerals and waste issues. The Central & Eastern Berkshire Authorities have, and will continue to, work collaboratively with other

bodies and partners²⁵. This will ensure that strategic priorities across local boundaries are, and will continue to be, properly coordinated and clearly reflected in this Plan, any subsequent review of this Plan, and other individual Local Plans.

3.8 Central and Eastern Berkshire is characterised by both its urban and rural nature, with the key towns of Reading, Wokingham, Bracknell, Windsor and Maidenhead, alongside large areas of countryside with smaller settlements and villages. It is also crisscrossed by significant transport corridor routes in the form of the M4, A33, A404, A329(M), A322 and the Great Western Mainline rail route from Bristol Temple Meads to London Paddington, and the Reading to London Waterloo line (see Figure 1).

Figure 1: Strategic Transport Routes in Central and Eastern Berkshire



3.9 These characteristics continue to be vital building blocks in the area’s buoyant economy; they unite the constituent local authority areas and will be a key element of the strategic spatial approach. Accordingly, the delivery of any minerals and waste development in Central and Eastern Berkshire will need to be sympathetic to the existing situation, minimising the impacts of development and maximising the benefits.

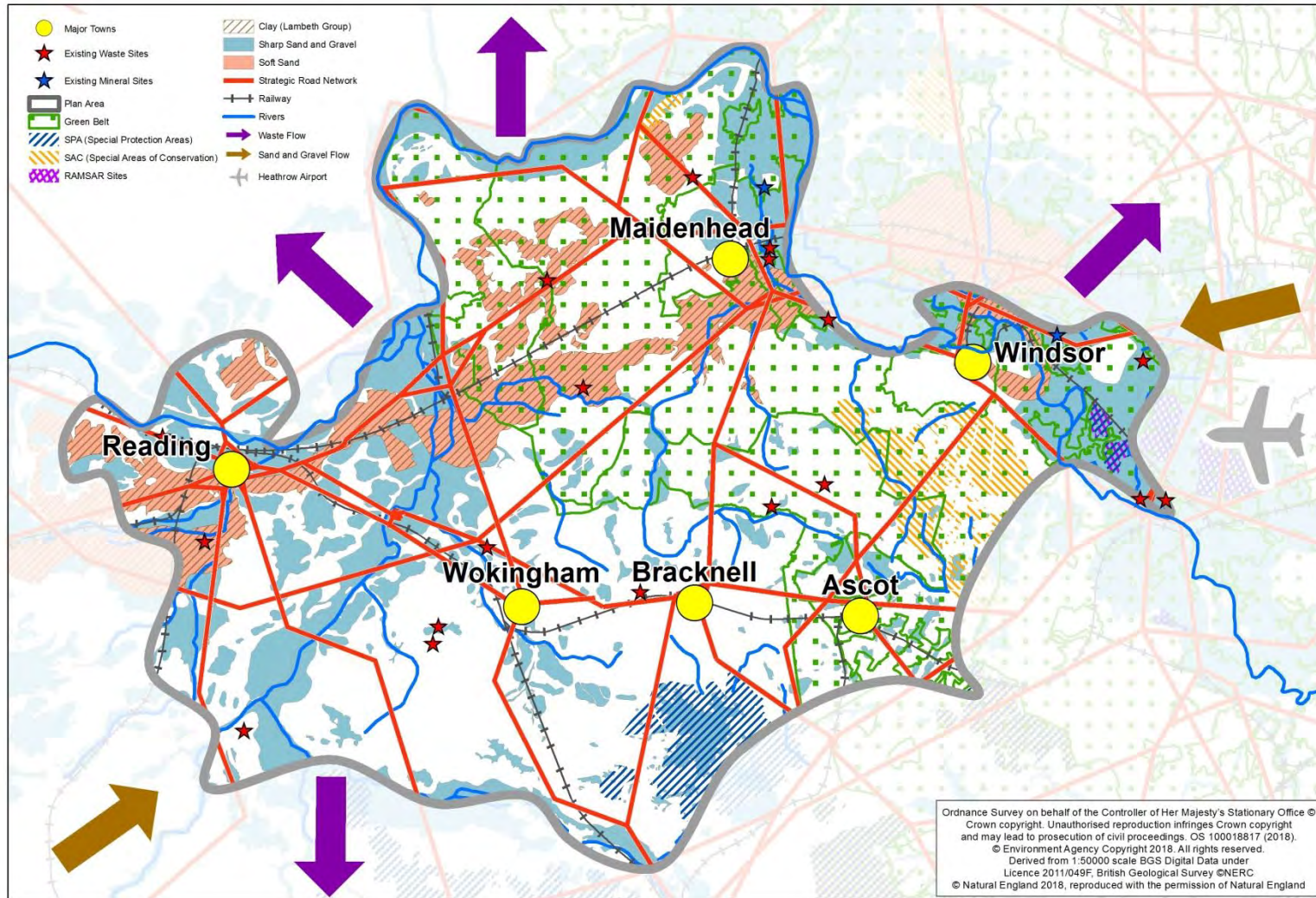
²⁵ Duty to Cooperate Statement (March 2018) – www.hants.gov.uk/berksconsult

- 3.10 The unitary authorities of Bracknell Forest, Windsor and Maidenhead, and Wokingham are also characterised by a considerable area of Green Belt, which covers large areas of these authorities outside of the existing built up area.
- 3.11 Central and Eastern Berkshire is located at the heart of the economic powerhouse of the United Kingdom. It is within the Thames Valley Berkshire Local Enterprise Partnership (LEP), prominent within the South East and is adjacent to London. As a result, and in line with the Thames Valley LEP Strategic Economic Plan, the wider Thames Valley will be subject to major growth pressures on a local and national level throughout the Plan period. Future growth requirements will play a key role in forming the spatial strategy for Central and Eastern Berkshire, as well as the wider Thames Valley region.
- 3.12 The area's importance is highlighted by its relatively close proximity to two Nationally Significant Infrastructure Projects; the High Speed 2 rail link from London to the North and the recently announced Heathrow expansion plans (subject to consultation). These projects significantly increase the regional and national demand for construction aggregates, as well as for construction waste treatment and recycling.
- 3.13 In addition a steady, adequate supply of aggregate will be required to support the drive for increased housebuilding in the area as well as supporting infrastructure such as roads schools and commercial premises. The projects will also impact future requirements for waste management through increased numbers of households and businesses as well as the production of construction wastes.
- 3.14 The Spatial Strategy, in delivering the Vision and Objectives of the Plan, is based on a number of principles. These principles form the basis of sustainable development, and the delivery aspect of the Plan, such as site allocations, must adhere to these principles:
- i. Respond to the needs of communities and the economy by taking decisions that account for future generations, whilst enhancing the quality of life, health and wellbeing and living conditions of today's residents;
 - ii. Promote the sustainable management of mineral resources;
 - iii. Ensure the efficient use of materials and promote the sustainable use and disposal of resources, particularly recycled and secondary aggregates, while mitigating and adapting to climate change;
 - iv. Protect the environment and the character of localities by maintaining/improving the built and natural environment of the area, mitigating the effect of new development on the environment;
 - v. Maintain the distinct and separate identity of the area's settlements;

- vi. Maintain and enhance supporting infrastructure, including roads and railways;
- vii. Deliver minerals and waste infrastructure in locations that are acceptable and meet the needs of the community;
- viii. Limit development in those areas at most risk of flooding and pollution, making it safe without increasing flood risk elsewhere if necessary;
- ix. Protect important areas for biodiversity, landscape and heritage from unacceptable forms of development;
- x. Ensure good design which is in keeping with the area; and
- xi. Take account of the public's views following consultation and engagement in the context of national planning policies.

CONFIDENTIAL

4. Key Diagram



5. Delivery Strategy for Minerals

Minerals in Central and Eastern Berkshire

- 5.1 Until the 20th Century, chalk and clay were the main minerals produced in the area, generally to meet local needs. Chalk and clay continue to be extracted as a by-product at sand and gravel quarries, but now on a very small scale in comparison to previous times.
- 5.2 The chalk is now mainly used as agricultural lime, and sometimes as ‘fill’ material for civil engineering projects. The clay was formerly used chiefly for brick and tile making, but today its main use is as part of the lining for waste landfill sites to prevent the spread of pollution and for other engineering applications.
- 5.3 Since the Second World War, the main type of minerals production in Berkshire has been of aggregates for the construction industry, which comprises sands and gravels. Substantial quantities of aggregate minerals are needed for all construction work – in the building or renovation of houses, schools, hospitals, roads and so on.
- 5.4 Quarrying of aggregates in Berkshire has been focussed on the sharp sand and gravel deposits in the Kennet Valley, and between Reading and Newbury. Additionally, there are concentrations of past and active workings to the north and south of Maidenhead and south of Slough. Most aggregate is processed by the operator, either on-site or at central processing facility nearby and sold direct for use in the construction industry.
- 5.5 This section sets out the policies relating to the following issues:
- Managing the supply of aggregate;
 - Safeguarding minerals resources, and minerals infrastructure;
 - The locations for extraction;
 - Provision of non-aggregate minerals; and
 - Ancillary development.
- 5.6 All policies include an explanation of the existing situation, supporting text regarding the policy and details on how the policy would be implemented and monitored.

Sustainable mineral strategy

- 5.7 Minerals make a significant contribution to the nation's prosperity and quality of life, and aggregates are needed to build local communities and maintain existing ones.
- 5.8 The supply of minerals to Central and Eastern Berkshire comprises imports of crushed rock, marine-won and land-won sand and gravel, recycled aggregate as well as locally-won sand and gravel.
- 5.9 Data on the consumption of aggregates (the types of mineral used by the construction industry) as well as the movements of aggregates (imports and exports) is recorded on a Berkshire-wide level rather than by each mineral planning authority. This data is published by the Ministry of Housing, Communities and Local Government (MHCLG) every four years as part of the Aggregate Mineral survey for England and Wales undertaken by the British Geological Survey (BGS) (see Table 1).

Table 1: Total sales, exports and imports and consumption of Primary Aggregate in Berkshire, 2009 and 2014

Aggregate	2009					2014				
	Sales (A)		Consumption (B)		A as % B	Sales (A)		Consumption (B)		A as % B
	'000 tonnes	%	'000 tonnes	%		'000 tonnes	%	'000 tonnes	%	
Land-won sand and gravel	840	100%	807	45%	104%	1,051	100%	601	31%	174%
Marine-won sand and gravel	-	-	98	6%	n/a	-	-	152	8%	n/a
Crushed rock	-	-	875	49%	n/a	-	-	1,161	61%	n/a
Total	840	100%	1,780	100%	47%	1,051	100%	1,913	100%	56%

Source: Collation of the results of the 2009 and 2014 Aggregate Minerals survey for England & Wales.

- 5.10 The comparison of 2009²⁶ and 2014²⁷ data in Table 1 indicates a trend for a reduction in consumption of land-won sand and gravel but an increase in sales. Consumption of marine-won sand and gravel and crushed rock have increased – both of which are imported aggregates.

²⁶ Collation of the results of the 2009 Aggregate Minerals survey for England and Wales - www.gov.uk/government/uploads/system/uploads/attachment_data/file/6366/1909597.pdf

²⁷ Collation of the results of the 2014 Aggregate Minerals survey for England and Wales - www.gov.uk/government/uploads/system/uploads/attachment_data/file/563423/Aggregate_Minerals_Survey_England_Wales_2014.pdf. The 2014 survey was delayed due to DCLG funding reviews.

- 5.11 This shows an overall increase in supply of aggregate to Berkshire. There is no evidence to suggest that this does not reflect the situation in Central and Eastern Berkshire. Unfortunately, comparable data is not available for 2005 and the short time period does not suggest a reliable trend particularly taking into account the recession.
- 5.12 Nationally, the sales of primary aggregates have shown a general trend of decline with sales in England falling from 207,772 thousand tonnes per annum (tpa) in 1973 to 122,864 tpa in 2014²⁸.
- 5.13 However, there have been signs of recovery with a 25% increase in primary aggregate sales between 2009 and 2014 in Berkshire which reflects the situation in the South East²⁹.
- 5.14 Soft sand is found in Central and Eastern Berkshire but the deposits are variable. As a result, reliable information about the distribution of commercial reserves of soft sand is not available. This situation reflects the fact that there have been no operational soft sand quarries in over 10 years and only a small level of incidental extraction.
- 5.15 Soft sand is currently being supplied by mineral planning authorities outside of the Plan area. Soft sand supply in the South East is recognised as an issue by the South East England Aggregate Working Party (SEEAWP). The mineral planning authorities in the South East are working collectively to understand how supply maybe met more widely as the resource becomes increasingly scarce.
- 5.16 It is understood that the demand for soft sand in Central and Eastern Berkshire during the Plan period could be in the region of 1.5 million tonnes (0.08 million tonnes per annum)³⁰.
- 5.17 Recycled and secondary aggregates can be used as a substitute for some land-won sharp sand and gravel extraction, providing a more sustainable source of supply. These have combined benefits of reducing the need for land

²⁸ Collation of the results of the 2014 Aggregate Minerals survey for England and Wales (BGS, DCLG, LCGW, 2016) – Table D1 - www.gov.uk/government/uploads/system/uploads/attachment_data/file/563423/Aggregate_Minerals_Survey_England_Wales_2014.pdf

²⁹ Collation of the results of the 2014 Aggregate Minerals survey for England and Wales (BGS, DCLG, LCGW, 2016) - www.gov.uk/government/uploads/system/uploads/attachment_data/file/563423/Aggregate_Minerals_Survey_England_Wales_2014.pdf

³⁰ Minerals: Background Study (March 2018) – www.hants.gov.uk/berksconsult

won (or marine aggregate) and reducing the amount of waste requiring disposal by landfill.

5.18 When used locally, recycled aggregate can reduce the impact of transport and cut carbon emissions.

5.19 There is no reliable or comprehensive data on production or use of recycled aggregates. Historically, production and sales of recycled and secondary aggregate have been recorded on a Berkshire county-wide level. Sales of recycled and secondary aggregate in Berkshire from 2013 suggest an overall increase in sales (see Table 2). This follows a similar trend to that for the South East from the period 2013 to 2016.

Table 2: Sales of recycled and secondary aggregate in the South East and Berkshire (thousand tonnes)

	South East Sales	Berkshire Sales	Berkshire Sales % of South East Sales
2013	3,700	406	11 %
2014	3,628	408	11%
2015	4,223	400	9%
2016	4,034	498	12%
4 Year Average	3,896	428	11%

Source: Aggregate Monitoring survey data and South East Aggregate Monitoring Report³¹

5.20 There are no known commercial resources of oil and gas in Central and Eastern Berkshire. Whilst there is coal present within the Plan area, this resource is not currently prospective for exploitation.

5.21 Other minerals include chalk and clay. Neither of these minerals is currently being extracted for an industrial purpose.

5.22 There are a number of supply options available to Central and Eastern Berkshire and there is a need for this to be supported to allow for flexibility in demand and changes in market. Therefore, the Central & Eastern Berkshire Authorities will plan to provide for minerals of the right type, in the right place and at the right time.

³¹ South East Aggregate Monitoring Report 2016 - <http://documents.hants.gov.uk/SEEAWP17-04AggregatesMonitoringReport2016.pdf>

Policy M1
Sustainable minerals development strategy

The long term aims of the Plan are to provide and/or facilitate a sustainable supply of minerals to meet the needs of Central and Eastern Berkshire in accordance with all of the following principles:

- a) Work with relevant minerals planning authorities to maintain the supply of aggregate not available within Central and Eastern Berkshire;
- b) Deliver and/or facilitate the identified aggregate demand requirements (Policy M3);
- c) Facilitate the supply of mineral to meet local demands (Policy M6);
- d) Be compliant with the spatial strategy for minerals development (Policy M4).

Implementation

- 5.21 The Central & Eastern Berkshire Authorities will work jointly in planning for the provision of minerals that serve the wider Plan area. They will also work closely with relevant mineral planning authorities to plan for the provision of aggregates from outside of the Plan area that supply Central and Eastern Berkshire. This will be established through Statements of Common Ground.
- 5.22 Statements of Common Ground will be reported annually through the ‘duty to cooperate’ to ensure the issues outlined are still relevant.
- 5.23 The spatial strategy for minerals development is outlined in Policy M4 which includes allocated sites and locational criteria for new aggregate provision.

Monitoring

5.24 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Effective engagement with relevant mineral planning authorities.	Up-to-date Statement of Common Ground and annual ‘duty to cooperate’.	n/a

Safeguarding Mineral Resources

- 5.25 Minerals are a valuable but limited resource that can only be won where they naturally occur. Safeguarding of viable or potentially viable mineral deposits from sterilisation by surface development is an important component of sustainable development. Safeguarding means taking a long-term view to ensure that sufficient resources will be available for future generations, and importantly, options remain open about where future mineral extraction might take place with the least environmental impact. Government policy³² is that planning authorities should make every effort to safeguard mineral deposits that are or may become of economic importance against other types of development by defining Mineral Safeguarding Areas (MSAs) in their plans.
- 5.26 Safeguarding minerals of economic importance in Central and Eastern Berkshire will be defined by Mineral and Waste Safeguarding Areas (MWSA) and will be achieved by ensuring that development is steered elsewhere, or that extraction of the underlying minerals takes place prior to development proceeding.
- 5.27 In Central and Eastern Berkshire, clay and chalk are only extracted for local needs and not considered of sufficient importance to warrant safeguarding. The key mineral deposit in Central and Eastern Berkshire is sand and gravel. The deposits of sand and gravel, although widespread, are relatively shallow, and their location often closely coincides with existing settlement patterns. As such, there is a strong potential for new surface development to be proposed on or close to these important mineral deposits.
- 5.28 For these reasons, it is particularly important to have a firm framework for the safeguarding of sand and gravel resources which are or could be of potential importance. These local factors together with the consideration that the extraction of sand and gravel does not require blasting, and the material can often be processed elsewhere allow a widespread approach to safeguarding to be adopted in Central and Eastern Berkshire in order to meet the obligation set out in government policy.
- 5.29 The geological deposits in which soft sand is found are much more variable than deposits of sharp sand and gravel. As a result, information about the distribution of commercial reserves of soft sand is not available.
- 5.30 A number of neighbouring areas contain soft sand resources including West Berkshire, Hampshire, Surrey, Buckinghamshire and Oxfordshire. There are

³² National Planning Policy Framework:

www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

also soft sand resources within the wider South East, most notably Kent and West Sussex. However, a number of authorities have a significant proportion of their soft sand resources located within Areas of Outstanding Natural Beauty (West Berkshire and Surrey) or within the South Downs National Park (Hampshire and West Sussex).

- 5.31 The presence of such designations restricts the availability of soft sand resources in these areas. As such, soft sand supply issues may occur in the near future, in particular in the wider region (West Berkshire, Hampshire, Surrey and West Sussex) as resources outside of the designated areas deplete.
- 5.32 Central and Eastern Berkshire is already dependent on soft sand supplies from outside of the Plan area. Therefore, securing future supplies may become more of an issue as other mineral planning authority areas seek to source their supplies from elsewhere (outside of designated areas). As such, it is considered that special consideration should be given to deposits of soft sand where they are identified.
- 5.33 It is important to note that there is no automatic presumption that planning permission for the winning and working of sand and gravel will be granted in MWSAs.

Policy M2

Safeguarding sand and gravel resources

Sharp sand and gravel and soft sand resources of economic importance, and around active mineral workings, are safeguarded against unnecessary sterilisation by non-minerals development.

Safeguarded mineral resources are defined by the Minerals and Waste Safeguarding Area illustrated on the Policies Map and a list of safeguarded sites will be maintained.

Non-minerals development in the Minerals and Waste Safeguarding Area may be permitted if it can be demonstrated that the option of prior extraction has been fully considered as part of an application, and:

- i. Prior extraction is maximised taking into account site constraints and phasing of development; or
- ii. It can be demonstrated that the sterilisation of mineral resources will not occur; or
- iii. It would be inappropriate to extract mineral resources in that location, with regard to other policies in the Local Development Plan.

Implementation

5.34 The extent of MWSA will be based on information about aggregate sand and gravel resources from the British Geological Survey and other sources of geological information, plus existing mineral working permissions and the nature and duration of the operations. In some instances the MWSAs will apply to sand and gravel deposits beneath existing urban areas. This is so that the existence of the sand and gravel and the possibility for prior extraction is taken into account when proposals for large scale redevelopment are considered. The broad extent of sand and gravel resources to which the MWSA will apply are shown on the Key Diagram.

5.35 This does not necessarily mean that other forms of development should not take place where sand and gravel deposits occur, but it does mean that developers will need to show that the sand and gravel deposit has no commercial value, or that they have fully explored the use of the underlying sand and gravel in preparing their development proposals. Alternatively the policy approach includes provision for temporary developments, and for projects of overriding importance in the Central & Eastern Berkshire Authorities' Local Plans to proceed where this can be demonstrated.

- 5.36 In assessing development proposals within the MWSA, the Central & Eastern Berkshire Authorities will have regard, amongst other things, to the size and nature of the proposed development, the availability of alternative locations and the need for phasing of the proposed development. Account will also be taken of the quantity and quality of the sand and gravel that could be recovered by prior extraction and the practicality and environmental impacts of doing so. A minimum plot size of 3 hectares³³ will apply in the safeguarding process to avoid repeated consideration of prior extraction where this can be assumed to be uneconomic, due to the small size of the parcels of land involved.
- 5.37 The onus of assessing the case for the actual or potential commercial value of the underlying mineral deposit lies with the developer. It will be necessary for the developer to determine the depth and quality of sand and gravel deposits within the site. In order to demonstrate that prior extraction has been fully considered, the developer must undertake an assessment of the practicality of prior extraction, either for use in the development itself or elsewhere.
- 5.38 In considering the potential for prior extraction developers should consider whether the extraction of part of the sand and gravel deposit within the site can be undertaken, even if removal of the entire deposit appears impractical. This might apply, for example, in a case – perhaps on a site close to land liable to flood where the removal of the upper levels of the deposit could be undertaken, whereas the removal of the entire deposit would render the land unsuitable without the importation of fill to raise the ground level above flood levels.
- 5.39 In considering proposals for prior extraction, it will also be important to ensure that the environmental impacts of the development are contained. In most cases, because of the shallowness of the layers of sand and gravel, and the fact that it can be extracted without blasting, it is not considered likely that the actual extraction operation will give rise to sufficient additional environmental effects over and above those of the development operation itself to preclude prior extraction.
- 5.40 It is expected that, as a minimum requirement, incidental recovery of sand and gravel as part of a non-minerals development will take place.
- 5.41 The NPPF also requires a Minerals Consultation Area (MCA) to be produced based on the MSA. The Central and Eastern Berkshire Authorities' Mineral and Waste Consultation Area (MWCA) includes a buffer of 250 metres around quarries and 50 metres around other mineral operations. The MWCA will be applied by the Central & Eastern Berkshire Authorities to determine whether

³³ See Minerals and Waste Safeguarding Study (March 2018) – www.hants.gov.uk/berksconsult

they need to consult a neighbouring Mineral Planning Authority or each other on an application.

5.42 A list of safeguarded sites (operational and planned) will be maintained by the Central & Eastern Berkshire Authorities. This will be updated as permissions are granted and sites are completed and no longer require safeguarding.

Monitoring

5.43 Suggested Monitoring Indicator:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Mineral Safeguarding	Area (Hectares) of MWSA sterilised by non-minerals development.	n/a

Managing the supply of aggregate

5.44 The requirement under national guidance³⁴ is that minerals policies should make provision for ensuring a steady and adequate supply of aggregates for the construction industry and wider economy by means of maintaining a 'landbank'.

Local Aggregate Assessment

5.45 The Local Aggregate Assessment (LAA) reviews the demand and supply of aggregate in area and is reported annually. The LAA contains:

- A forecast of demand for aggregates based on the rolling average of 10-years sales and other relevant local information. The 3-years sales data should also be reviewed as this may indicate an increase in future supply;
- Analysis of all supply options including land-won, marine-won (dredged) and recycled or secondary aggregate. Imports and exports of aggregate also need to be considered;
- An assessment of the local issues that may influence the situation such as environmental constraints or economic growth.
- If there is considered to be a shortage in supply, the conclusions needs to outline how this is to be addressed.

Landbank

5.46 A landbank is a stock of mineral planning permissions which together allow sufficient minerals to be extracted to meet a defined period at a given rate of supply. The landbank is recalculated each year and the rate is based on future demand (based on the sales for that particular year). The landbank is then reported in the LAA and forms the basis on which provision for aggregate extraction is determined.

5.47 Landbanks are used as a monitoring tool by Mineral Planning Authorities to forecast whether a steady and adequate supply of aggregate can be maintained in their Plan area. If the landbank cannot be maintained, this can act as a trigger to highlight to the Mineral Planning Authorities that the existing sites are not sufficient and therefore, new permissions are required.

5.48 The NPPF³⁵ requires mineral planning authorities to make provision for the maintenance of a landbank of at least seven years for sand and gravel. Reserves of sand and gravel in Central and Eastern Berkshire with planning

³⁴ National Planning Policy Framework (Para. 145) -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

³⁵ National Planning Policy Framework (Para. 145) -

www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

permission for extraction (permitted reserves) at 31st December 2016 were 6,919,000 tonnes.

- 5.49 Star Works Quarry in Wokingham Borough had a remaining soft sand reserve at the end of December 2016. However, the inactive quarry will require approval of working conditions before any extraction can proceed, and therefore it cannot be included in the total permitted reserves.
- 5.50 Total permitted reserves are therefore 6,723,000 tonnes. Based on the 10 year average sales of 555,163 tonnes, the landbank for sand and gravel sites within Central and Eastern Berkshire is 12.1 years. However, based on a 3-year average this decreases to **9.4 years** which is not far from the required 7 year provision set out in the NPPF. The 3-year average is also likely to reflect the increase in demand suggested by recent sales figures. Therefore, the Central and Eastern Berkshire – Local Aggregate Assessment for the period 2016, determined the expected Provision Rate as for the Plan period as 0.71 million tonnes³⁶.
- 5.51 It is recognised that a change in local circumstances will have an impact on demand and therefore, the landbank. The proposed expansion at Heathrow Airport, subject to ongoing consultations, is such an example which would create a local increase in demand for aggregate. However, there is currently a significant level of uncertainty over the proposals at Heathrow with regard to timings and construction methods which would influence demand. Therefore, it is accepted that the provision rate may change over the Plan period in order to maintain the landbank and a steady and adequate supply of aggregate.

Policy M3
Sand and gravel supply

Provision will be made for the release of land to allow a steady and adequate supply of sand and gravel for aggregate purposes in Central and Eastern Berkshire at an average rate of 0.71 million tonnes a year to 2036, subject to the impact of local circumstances on demand.

A landbank of permitted reserves for the winning and working of sharp sand and gravel sufficient for at least 7 years' supply will be maintained through the Plan period.

³⁶ Central and Eastern Berkshire: Local Aggregate Assessment 2016 – www.hants.gov.uk/berksconsult

Implementation

- 5.52 The policy seeks to ensure that capacity is maintained to enable sufficient aggregate production /supply during the Plan period and maintain at least 7 years of permitted reserves.
- 5.53 Annual monitoring will be undertaken by the Central & Eastern Berkshire Authorities to ensure that, if required, permissions can be granted for mineral extraction before the landbank falls below 7 years.
- 5.54 It should be noted that the mineral extraction sites have been identified as locations where planning permission is most likely be granted to maintain the landbank and policies to ensure that extraction in these locations and others, likely to come forward during the course of the Plan do not have a significant impact. However, the Central & Eastern Berkshire Authorities cannot dictate that acceptable applications are submitted and the required level of production is maintained.
- 5.55 It is recognised that the landbank can only be maintained if industry comes forward with planning applications in acceptable locations. The implementation of Policy M1 is therefore, reliant on the aggregate industry as well as the Central & Eastern Berkshire Authorities as the relevant Minerals Planning Authority.
- 5.56 The effectiveness of the policy will need to be carefully monitored to ensure that changes in local circumstances are reflected in any future provision rate. However, it should also be recognised that these changes maybe time-limited due their association with specific large-scale infrastructure projects such as Heathrow, rather than a long-term trend.

Monitoring

- 5.57 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Steady and Adequate Supply	Sand and gravel sales fail to achieve provision rate.	Breach over 3 consecutive years.
	Sand and gravel sales exceed provision rate.	Breach over 3 consecutive years.
	Landbank falls below 7 years worth of permitted reserves.	Breach over 5 consecutive years.

Locations for sand and gravel extraction

- 5.58 There are a number of existing sites which currently extract sharp sand and gravel. There are no soft sand sites but there has been incidental soft sand extraction and a former soft sand quarry which has not been operational for a number of years. These sites will form a role in the supply of sand and gravel during the Plan period.
- 5.59 Star Works is inactive but retains approved soft sand reserves. The site now forms a landfill which is due to close in the near future and there are no plans to extract the remaining reserves.
- 5.60 Poyle Quarry, located in the Royal Borough of Windsor & Maidenhead, has not been worked for approximately 10 years and therefore, has not been included in Table 5.8. The planning permission at this quarry expired in December 2015 but a new application has been recently submitted³⁷.
- 5.61 In August 2015, planning permission was granted for a quarry at Datchet's Riding Court Farm. The quarry, to be operated by CEMEX, commenced production in 2017 and therefore, is not included in the sales figures for 2016.
- 5.62 The permitted reserves in Central and Eastern Berkshire at 31 December 2016 were 6,919,000 tonnes. However, these reserves are not sufficient to meet the requirement for sand and gravel during the Plan period. As such, there is a need to identify sites for local land-won aggregate.
- 5.63 The new sites identified in Policy M4 have been nominated by industry and have been assessed to be appropriate for development subject to the relevant development considerations outlined in Appendix A.
- 5.64 The exact timings of sites coming forward will depend on the market conditions, extraction rates at existing sites and planning permission being granted.
- 5.65 Despite new site allocations, there is still likely to be a shortfall in supply towards the back of the Plan period (2030+). The aggregate industry has not identified sites to plug this gap at present. The minerals industry is market-led and it recognised that there is likely to be a need for future requirements, particularly in light of major infrastructure projects in the area such as the proposed Heathrow expansion. In order to provide flexibility in supply and to allow industry to bring forward appropriate sites, Policy M4 (4) outlines a contingency approach to ensure that the landbank is maintained and therefore a steady and adequate supply.

³⁷ Planning Application Reference: 17/03426/FUL

Policy M4

Locations for sand and gravel extraction

A steady and adequate supply of locally extracted sand and gravel will be provided by:

1. The extraction of remaining reserves at the following permitted sites:
 - a. Horton Brook Quarry, Horton
 - b. Riding Court Farm, Datchet
 - c. Sheephouse Farm, Maidenhead
2. Extensions to the following existing sites:
 - a. Poyle Quarry, Horton
3. The allocation of the following sand and gravel sites:
 - a. Poyle Quarry, Horton
 - b. Bridge Farm, Arborfield
 - c. Water Oakley, Holyport
 - d. Ham Island, Old Windsor
4. Proposals for new sites not outlined in Policy M4 (1, 2 and 3) will be supported, in appropriate locations, where:
 - a. They are needed to maintain the landbank; and/or
 - b. They maximise opportunities provided by existing infrastructure and available minerals resources; or
 - c. At least one of the following applies:
 - i. The site contains soft sand;
 - ii. The resources would otherwise be sterilised; or
 - iii. The proposal is for a specific local requirement.

Implementation

5.66 Appropriate locations for new sites will be determined through applications and consideration of the relevant Development Management Policies.

5.67 Landbanks can be used as an indicator for whether additional provision needs to be made for new aggregate extraction. Applications for extraction of sand and gravel will not necessarily be refused if the landbank stands at over 7 years. The NPPF³⁸ states that provision should be made to maintain the

³⁸ National Planning Policy Framework (para. 145) - www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

landbank at 'at least' 7 years for sand and gravel. However, consideration should also be given to the productivity of existing sites and the need to ensure that large landbanks are not bound to only a few sites which could lead to the stifling of competition.

- 5.68 Conversely if the overall landbank of aggregates at the time of an application for mineral extraction stands at less than 7 years, this does not mean that an application will inevitably be approved. Government guidance confirms that landbank policies do not remove the discretion of Mineral Planning Authorities to refuse applications which are judged to have overriding objections. Whilst Mineral Planning Authorities should use the size of the landbank as an indicator for when new permissions for extraction of aggregates are likely to be needed, consideration should be given to the level of remaining provision in the Plan.
- 5.69 The acceptability of extending existing quarries will be assessed on a case-by-case basis and will include the assessment of cumulative impacts which may be associated with continued working and other economic considerations such as market areas.
- 5.70 Proposals to extend existing sites will only be supported where past performance of the existing operations has been adequately demonstrated.
- 5.71 A specific local requirement may include beneficial uses where the primary purpose for its extraction is not for the mineral and it takes place to support other non-mineral developments in a given location e.g. creation of agricultural reservoirs, recreational lakes or borrow pits for a special localised need.
- 5.72 Although borrow pits are not generally supported, there are some circumstances where they are the sustainable way of providing aggregates for another planned local development project such as the construction of new roads or major built development. This is particularly likely to be the case where a borrow pit would minimise the potential impacts on local communities and the environment. Borrow pits can help to safeguard resources of higher-grade material for primary uses. Proposals for borrow pits will only be permitted where there is a clearly identified need, where the aggregate extracted is for use only within the specific construction projects in which it is related to, and the site is located on land surrounding the construction project, within a 'corridor of disturbance' which would be determined on a case-by-case basis.
- 5.73 Significant infrastructure projects such as the Heathrow expansion proposal are likely to require borrow pits. Where possible, these sites should be identified in the Joint Minerals & Waste Plan to enable development considerations to be

established. These can then be taken into consideration in the delivery of the Nationally Significant Infrastructure Project.

Monitoring

5.74 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Sand and gravel supply	Landbank falls below 7 years worth of permitted reserves.	Breach over 5 consecutive years.

CONFIDENTIAL

Supply of recycled and secondary aggregates

- 5.75 Recycled aggregates are those derived from construction, demolition and excavation activities that have been reprocessed to provide materials or a product suitable for use within the construction industry. It includes materials such as soils and subsoil, concrete, brick or asphalt for re-use that would otherwise be disposed. On the other hand secondary aggregate are usually by-products of other construction or industrial processes. For example, Incinerator Bottom Ash (IBA) at energy recovery facilities is a by-product of the incineration process that can be processed into a secondary aggregate for road construction. Additional secondary aggregate includes spent railway ballast, recycled glass, plastics and rubber (tyres).
- 5.76 Highway maintenance work has the potential to comprise a relatively large source of recycled aggregate through recycled road planings, asphalt, concrete kerbs and soils.
- 5.77 A significant amount of recycled and secondary aggregate is processed on development and construction sites, but an increasingly large amount is processed at free standing sites or sites located within existing minerals and waste activities such as mineral extraction, waste transfer, materials recovery and landfilling.
- 5.78 There is no secondary aggregate produced within Central and Eastern Berkshire.
- 5.79 National policy requires the 'contribution that substitute or secondary and recycled materials can make to the supply of materials to be taken into account, before considering extraction of primary materials'³⁹. The Central & Eastern Berkshire Authorities do not control how much aggregate is recycled, but can enable and encourage recycling facilities to meet demand.
- 5.80 It is estimated that, based on operator returns to the Aggregate Monitoring survey and Environment Agency permits, the recycling capacity for aggregate in 2016 was 0.38 million tonnes. However, due to the temporary nature of the operations and the reality of operations taking place at the sites, the capacity is likely to be more in the region of 10-50,000 tonnes. The operations will be safeguarded (see Policy M8) and the capacity should be considered as a minimum to be maintained.

³⁹ National Planning Policy Framework (Para. 143) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Policy M5

Supply of recycled and secondary aggregates

Recycled and secondary aggregate production will be supported, in appropriate locations, to encourage investment and infrastructure to maximise the availability of alternatives to local land-won sand and gravel.

The supply of recycled aggregate will be provided by maintaining a minimum capacity of 0.05 million tonnes during the life of the Plan.

Implementation

- 5.81 Given the urbanised nature of much of Central and Eastern Berkshire and the level of redevelopment implied in its future development plans, the main source of non-primary aggregates will be recycled aggregates. It will therefore be important that adequate recycling facilities are available to enable aggregates to be recovered from construction and demolition waste.
- 5.82 Identifying appropriate locations for the additional recycling facilities will be a challenging process but guided by the location criteria in Policy W4. Some recycling capacity can be provided by mobile plant operating on construction sites, but further permanent facilities will be necessary.

Monitoring

- 5.83 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Aggregate recycling capacity	Aggregate production capacity reduced by more than 5000 tonnes (10%).	Breach over 2 consecutive years

Energy minerals

- 5.84 Oil and gas are nationally important mineral resources and it is government policy that exploration should be supported and resources exploited subject to environmental considerations.
- 5.85 Oil and gas resources are classed as either 'conventional' or 'unconventional'. Conventional resources (known as 'hydrocarbons') are situated in relatively porous sandstone or limestone rock formations. Unconventional sources are found where oil and gas has become trapped within the shale rock itself and did not form traditional conventional reservoirs.
- 5.86 As shale is less permeable (or easily penetrated by liquids or gases), it requires a lot more effort to extract the hydrocarbons from the rock. However, recent technological advancements have resulted in horizontal drilling which has made tapping into shale deposits more financially viable.
- 5.87 Hydraulic fracturing (sometimes referred to as 'fracking') is a technique used in the extraction of oil or gas from shale rock formations by injecting water at high pressure. This process has caused some controversy. However, the Government's position is that there is a pressing need to establish (through exploratory drilling) whether or not there are sufficient recoverable quantities of unconventional oil and gas present to facilitate economically viable full scale production.
- 5.88 There are no known commercial resources of oil and gas in Central and Eastern Berkshire, although viable conventional resources of oil and gas have been identified and are being exploited in neighbouring counties, such as Hampshire.
- 5.89 Oil and Gas licences are granted by the Oil and Gas Authority and confer rights for persons to search for, bore and produce petroleum resources. Oil and gas activity comprises a number of different stages including the exploration of oil and gas prospects, appraisal of any oil and gas found, production and distribution. The production and distribution of oil and gas usually involves the location of gathering stations which are used to process the oil and gas extracted. All stages require planning permission from the relevant mineral planning authority. The development of gathering stations requires more rigorous examination of potential impacts than exploration or appraisal.
- 5.90 There are currently no licence areas within Central and Eastern Berkshire. A former licence area within Windsor (PEDL 236) was relinquished in 2014.
- 5.91 There have also been two exploratory wells within the Central and Eastern Berkshire area but these were completed in 1966 and 1974 respectively.

5.92 The lack of a current licence area and the fact that earlier exploratory wells did not lead to further appraisal or production suggests that there is limited opportunities presently for the provision of oil and gas.

5.93 It is considered that should, technology advances and more information on the geological conditions become available and the situation changes, there is sufficient guidance within the NPPF⁴⁰ to determine any application for oil and gas.

Coal

5.94 There is a significant coal seam in West Berkshire which runs into the western edge of Central and Eastern Berkshire. It is deep underground and not considered to be viable for extraction. Due to the depth of the deposits, open cast mining would be impractical, and any exploitation would need to be by underground mining. The coals are present in a thin gas seam and the coal measures are considered as unprospective for coalbed methane.

5.95 As it is, at present, unlikely an application would come forward for coal extraction, it is considered that the NPPF⁴¹ would provide sufficient guidance on determining any such application.

⁴⁰ National Planning Policy Framework (most notably Para. 147) -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

⁴¹ National Planning Policy Framework (most notably Para. 149) -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Other non-aggregates

Chalk

- 5.96 In Berkshire, chalk was of some local importance and the use of chalk for agricultural purposes dates back to Roman times.
- 5.97 The geological outcrops of chalk in Berkshire are fairly extensive, but demand for new workings is very limited.
- 5.98 The continuing demand for chalk as agricultural lime is very low. The last active chalk pit in Berkshire, at Pinkneys Green (Hindhay Quarry) near Maidenhead is currently being restored. Some of the chalk from this pit was also used as bulk fill.
- 5.99 Due to lack of demand for chalk for industrial processes there is no requirement to make 15 years provision of chalk (as cement primary) as outlined in the NPPF⁴². As such, no allocations for chalk extraction are required and any future proposals can be determined using Policy M5.

Clay

- 5.72 Common clay was one of the main minerals produced in Berkshire until the 20th century. The most important were the land clay pits of the Lambeth Group and some of these were worked for over 200 years.
- 5.73 Some clay is dug intermittently from deposits near Reading and elsewhere for use as bulk fill or for sealing sites which are to be filled with putrescible waste. These are generally 'one-off' operations, and there appears to be no demand for claypits to be established to serve these markets on a long term basis.
- 5.74 In the past, Berkshire had numerous small workings for clay for making bricks and tiles, but the mass production of bricks at much larger brickworks elsewhere in the region and the more general use of concrete tiles, has led to the closure of all the brick and tile works within the Berkshire area.
- 5.75 The last remaining brick and tile works was located at Knowl Hill, between Reading and Maidenhead. Although the site contains extensive permitted reserves of clay, the manufacture of bricks and tiles ceased during the 1990s. The site is now principally used as a landfill known as Star Works.

⁴² National Planning Policy Framework (Para. 146) – https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

- 5.76 There have not been any operational claypits permitted to support industrial processes for over 10 years.
- 5.72 Due to the lack of current brick and tileworks within Central and Eastern Berkshire, there is no requirement to make 25 years provision of brick-making clay as outlined in the NPPF⁴³. As such, no allocations for clay extraction are required to support the supply and any future applications can be addressed by Policy M6. However, demand for these minerals will be monitored in case demand increases and markets change.

Policy M6

Chalk and clay

Proposals for the extraction of chalk and clay to meet a local demand will be supported, in appropriate locations, subject to:

- i. The proposal not having an unacceptable impact on the environment and communities; and
- ii. There being no other suitable, sustainable alternative source of mineral available.

Implementation

- 5.100 Proposals for extraction of all non-aggregate minerals will be judged on their merits at the time of the application, with particular regard for chalk and clay as to whether the material concerned is needed to meet a specific local requirement.
- 5.101 For clay a local need or requirement would be defined as supplying a landfill site within Central and Eastern Berkshire or the immediate surrounding counties. Supply to landfill sites further afield would not be favoured because this implies transportation over greater distances. The policy does not seek to establish a maximum or guide distance because there is insufficient evidence available to define such a figure, and criteria may vary. However in practice it is considered unlikely that a proposal to supply a distant landfill would be promoted, because the practicalities of distance and alternative supplies closer to the point of use would preclude such proposals being commercially realistic. Similar considerations apply to the supply of chalk for production of agricultural lime.

⁴³ National Planning Policy Framework (Para. 146) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Monitoring

5.102 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Chalk extraction	Amount of chalk extraction in tonnes per annum.	Increase in demand over 5 years.
Clay extraction	Amount of clay extraction in tonnes per annum.	Increase in demand over 5 years.

Aggregate wharves and Rail Depots

- 5.103 Central and Eastern Berkshire has many close functional interrelationships with its neighbouring authorities. Mineral won and processed in Central and Eastern Berkshire are not necessarily used within the Plan area. Some are likely to be transported elsewhere and at the same time minerals, such as crushed rock which is not found within Central and Eastern Berkshire, are supplied from elsewhere.
- 5.104 All movements of mineral within the Plan area are undertaken by road as there are currently no aggregate rail depots or wharves within Central and Eastern Berkshire.
- 5.105 National policy encourages the use of sustainable transport⁴⁴. During the life of the Plan, opportunities to utilise navigable stretches of the Thames, or canals or waterways within Central and Eastern Berkshire for water-based transportation of minerals may arise.
- 5.106 Central and Eastern Berkshire is well connected by rail but it is dependent on rail depots located in neighbouring authorities – in particular the rail depots at Theale in West Berkshire. However, establishing aggregate rail depots is difficult due to the limited locations and freight path capacity, including the timetabling for Crossrail, will be a restricting factor in supply.
- 5.107 The Kennet & Avon Canal which joins Newbury and Reading is a small waterway and is not considered to have significant potential for freight movement⁴⁵. It is currently unknown whether the River Thames is suitable for freight from Windsor Bridge to Staines Bridge although large barges are able to use this waterway⁴⁶. However, this may be limited as the river is non-tidal from Teddington Lock.
- 5.108 The potential for a rail depot or aggregate wharf in the Plan area could reduce local road impacts, although the likelihood of this opportunity is dependent on a number of factors including location of minerals, connectivity and cost.

⁴⁴ National Planning Policy Framework (Para. 30) -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

⁴⁵ WA Policy on Freight on Inland Waterways (2012): www.waterways.org.uk/pdf/freight_policy

⁴⁶ The River Thames and Connecting Waterways 2013-2014 -

www.gov.uk/government/uploads/system/uploads/attachment_data/file/289796/LIT_6689_3e9c5e.pdf

Policy M7

Aggregate wharves and rail depots

Proposals for aggregate wharves or rail depots will be supported:

- 1) At Monkey Island Wharf, Bray; and
- 2) In appropriate locations which have good connectivity to:
 - a. The Strategic Road Network; and/or
 - b. The Rail network; and/or
 - c. Minerals infrastructure

Implementation

5.109 An aggregate wharf or rail depot proposal will need to be located in an appropriate location which accords with all relevant policies within the wider Development Plan.

5.110 In order to ensure that the proposal allows for the sustainable movement of materials, the site would need to have good connectivity to strategic transport infrastructure or minerals infrastructure such as a quarry or processing plant. Good connectivity is defined by Policy DM11.

Monitoring

5.111 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Aggregate rail depot capacity	Capacity (tonnes per annum).	n/a
Aggregate wharf capacity	Capacity (tonnes per annum).	n/a

Safeguarding other minerals development infrastructure

- 5.112 Safeguarding mineral infrastructure that supports the supply of minerals is just as important as safeguarding mineral resources. Safeguarding minerals infrastructure is a requirement of the NPPF⁴⁷ which states that the following types of infrastructure should be safeguarded:
- Existing, planned and potential sites for:
 - Concrete batching
 - The manufacture of coated materials, other concrete products; and
 - The handling, processing and distribution of substitute, recycled and secondary aggregate material.
- 5.113 The NPPF also states that Mineral Planning Authorities should safeguard: ‘existing, planned and potential rail heads, rail links to quarries, wharfage and associated storage, handling and processing facilities for the bulk transport by rail, sea or inland waterways of minerals, including recycled, secondary and marine-dredged materials’.
- 5.114 A particular problem that mineral infrastructure faces is the encroachment of incompatible land uses, such as housing, into the locality which may give rise to additional complaints about the existing mineral operations. This may result in a hindrance to operations and restrictions placed on the mineral site which impacts on supply.
- 5.115 Safeguarding potential sites for rail depots and wharves makes provision for future decisions being made without consideration of potential minerals and waste interests on appropriate sites.
- 5.116 Safeguarding also allows the Central & Eastern Berkshire Authorities to resist other types of future development which could be incompatible with existing minerals infrastructure and operations.

⁴⁷ National Planning Policy Framework (Para. 143) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Policy M8

Safeguarding minerals infrastructure

Facilities for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material within the Plan area will be safeguarded for their on-going use.

Where this infrastructure is situated within a host quarry, wharf or rail depot, they will be safeguarded for the life of the host site.

Existing, planned and potential sites that enable the supply of minerals in Central and Eastern Berkshire will be safeguarded against development that would prejudice or jeopardise its operation by creating incompatible land uses.

Non-mineral development that might result in the loss of permanent mineral infrastructure may be considered in the following circumstances:

- a) The site is relocated with appropriate replacement capacity being provided;
- b) New capacity is provided which allows for the closure of sites;
- c) The requirements of the need for the alternative development are set out in the wider Development Plan and outweigh the need for safeguarding.

Implementation

- 5.117 Any existing or planned mineral operation including rail depot or wharf will be automatically safeguarded and a list of safeguarded sites will be maintained by the Central & Eastern Berkshire Authorities. Safeguarded minerals sites will be shown on the Minerals and Waste Safeguarding Area and associated Consultation Area.
- 5.118 New or replacement capacity would only be considered to satisfy the circumstances outlined in Policy M7 if the capacity is provided within the Plan area.
- 5.119 There may be circumstances where the continued safeguarding of the site may be undesirable due to potential redevelopment opportunities such as regeneration. In these cases, some circumstances may enable the release of existing safeguarded sites.
- 5.120 In cases where aggregate rail depots or aggregate wharves in other Minerals Planning Authority areas provide a supply of aggregate to Central and Eastern

Berkshire and are under threat of losing their safeguarding status which would result in a loss of capacity, the Central & Eastern Berkshire Authorities will provide support to defend the safeguarding or support the replacement of the capacity.

- 5.121 Statements of Common Ground with relevant Mineral Planning Authorities will be maintained and reported annually through the ‘duty to cooperate’. Support will be provided through information sharing, where relevant.

Monitoring

- 5.122 Suggested Monitoring Indicator:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Safeguarded mineral and waste sites.	Number of safeguarded minerals and waste sites developed for other development uses without replacement capacity > 0	n/a

6. Delivery Strategy for Waste

6.1 This section addresses the development principles, spatial strategy and waste capacity needs over the plan period for waste management within Central and Eastern Berkshire.

Waste in Central and Eastern Berkshire

- 6.2 Waste is produced by households, businesses, industry, construction activities, government and non-government organisations, in different quantities and with different characteristics based on local circumstances. The UK already contains a wide network of waste management facilities. However, changes in waste production and efforts to make the best use of the resources contained within waste mean that these facilities and the need for them are continually changing.
- 6.3 Waste Planning Authorities (WPAs) are obliged to prepare Local Plans which identify sufficient opportunities to meet the identified needs of their area for waste management for all waste streams⁴⁸. The review of waste properties enables its classification as non-hazardous, inert and hazardous.
- 6.4 Non-hazardous waste is produced mainly from both municipal solid waste (MSW) (sometimes referred to as 'household waste') and commercial and industrial waste (C&I) sources while inert wastes derive mainly from construction, demolition and excavation (CD&E) activities. Although a minor contribution to the overall arisings, hazardous waste is produced from all three waste sources.
- 6.5 Waste can be managed in different ways, but the waste (management) hierarchy (see Figure 2) is a framework that has become a cornerstone of sustainable waste management, setting out the order in which options for waste management should be considered based on environmental impact (with disposal as the lowest priority). Waste planning has a role to play in driving waste 'up the hierarchy' by ensuring the right amount of appropriate facilities for each part of the hierarchy are planned for in the right place.

⁴⁸ National Planning Policy for Waste (Para. 3) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/364759/141015_National_Planning_Policy_for_Waste.pdf

Figure 2: The Waste Management Hierarchy



Source: Waste Framework Directive (Directive 2008/98/EC)

- 6.6 In 2017 there were around 30 waste management facilities in Central and Eastern Berkshire. However, these do not provide sufficient waste management treatment capacity for the estimated waste arisings (i.e. waste tonnage produced) in the area throughout the Plan period.
- 6.7 Accordingly, a number of significant movements of waste originating within Central and Eastern Berkshire are treated outside of the Plan area. In particular, identified long term movements of waste from Central and Eastern Berkshire are treated at facilities within the neighbouring Waste Planning Authorities of Oxfordshire, Slough and Surrey.
- 6.8 This section sets out the policies relating to the following issues:
- Safeguarding waste management facilities;
 - Waste capacity requirements;
 - The locations for waste management; and
 - Re-working landfills.
- 6.9 All policies include an explanation of the existing situation, supporting text regarding the policy and details on how the policy would be implemented and monitored.

Sustainable waste development strategy

- 6.10 Delivering sustainable waste management involves developing strategies and devising policies which will encourage the prudent use of resources whilst also taking into account the potential for waste growth.
- 6.11 In support of sustainable waste development, the Plan and its associated waste policies aim to support the revised Waste Framework Directive (2008/98/EC)⁴⁹ targets, of;
- “by 2020, the preparing for re-use and the recycling of waste materials such as at least paper, metal, plastic and glass from households and possibly from other origins as far as these waste streams are similar to waste from households, shall be increased to a minimum of overall 50 % by weight; and*
- by 2020, the preparing for re-use, recycling and other material recovery, including backfilling operations using waste to substitute other materials, of non-hazardous construction and demolition waste excluding naturally occurring material defined in category 17 05 04 in the list of waste shall be increased to a minimum of 70 % by weight.”*
- 6.12 Bracknell Forest Council, Reading Borough Council and Wokingham Borough Council formed a municipal waste management partnership called Re3 in 1999. Re3 produced a Joint Municipal Waste Management Strategy for the period 2008 to 2013. This was updated in 2016/17⁵⁰ and includes a target to achieve 50% reuse and recycling by 2020.
- 6.13 Work is ongoing regarding an overarching update. This Plan will support any subsequent update.
- 6.14 The Sustainability Strategy for the Royal Borough of Windsor and Maidenhead (2014 – 2018)⁵¹ contains targets seeking to increase recycling rates to 55% and increase the amount of food waste collected to 2,500 tonnes per annum by in 2017/18.
- 6.15 A number of significant movements of waste originating in the Plan area for treatment outside of the Plan area have been identified. These movements are

⁴⁹ Waste Framework Directive -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

⁵⁰ Re3 Joint Municipal Management Strategy (2008 – 2013) -

<http://wokingham.moderngov.co.uk/documents/s10056/Re3%20Waste%20Strategy%20App.pdf>

⁵¹ Sustainability Strategy for the Royal Borough of Windsor & Maidenhead (2014 – 2018) -
https://www3.rbwm.gov.uk/info/200171/energy_and_climate_change/846/sustainability

scheduled to continue through much of the Plan period and their continuation has been considered in developing the Plan.

- 6.16 In line with the Waste Management Plan for England⁵² therefore, the Central & Eastern Berkshire Authorities will plan to provide new waste management facilities of the right type, in the right place and at the right time.

Policy W1

Sustainable waste development strategy

The long term aims of the Plan are to provide and/or facilitate sustainable management of waste for Central and Eastern Berkshire in accordance with all of the following principles:

- a) Encourage waste to be managed at the highest achievable level within the waste hierarchy;
- b) Locate near to the sources of waste, or markets for its use;
- c) Maximise opportunities to share infrastructure at appropriate existing mineral or waste sites;
- d) Deliver and/or facilitate the identified waste management capacity requirements (Policy W3);
- e) Be compliant with the spatial strategy for waste development (Policy W4).
- f) Where W1 (e) cannot be achieved, work with other waste planning authorities to provide the most sustainable option for waste management.

Implementation

- 6.17 Proposals will need to demonstrate how the development achieves the highest achievable level within the waste hierarchy and how much residual waste (requiring disposal) will typically be created per annum.
- 6.18 Depending on the facility type, waste management activities will be supported in principle where waste will be managed as close to its source as possible to reduce long distance transport, or where it is demonstrated that it represents sustainable development.
- 6.19 The Central & Eastern Berkshire Authorities will work jointly in planning for the provision of larger facilities that serve the wider Plan area. They will also work closely with neighbouring Waste Planning Authorities to plan for the provision of facilities that serve the wider South East.

⁵²Waste Management Plan for England - <https://www.gov.uk/government/publications/waste-management-plan-for-england>

6.20 Statements of Common Ground will be reported annually through the ‘duty to cooperate’ to ensure the issues outlined are still relevant.

6.21 Waste management capacity requirements are set out in Policy W3.

6.22 The spatial strategy for waste development is outlined in Policy W4 which includes identified waste sites and location criteria for new waste management development.

Monitoring

6.23 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Effective engagement with other waste planning authorities.	Up-to-date Statement of Common Ground and annual ‘duty to cooperate’	n/a
Application of the waste hierarchy.	Percentage of recovery capacity delivered is greater than recycling capacity delivered	n/a
	Percentage of landfill capacity delivered is greater than recovery capacity delivered	n/a

Safeguarding of waste management facilities

- 6.24 The Central & Eastern Berkshire Authorities have a network of waste treatment and transfer facilities which are critical to meeting the long term waste management needs of the Plan area. In addition, there are also a number of significant long-term movements of waste arisings within the Plan area moving outside of the Plan area for treatment.
- 6.25 However, treatment capacity within the Plan area is less than the waste arisings generated. As such, it is considered that all waste management capacity facilities, including treatment and transfer facilities and those which provide a temporary specialist function should be safeguarded from encroachment or loss to other forms of development, particularly in light of increasing pressures on land for competing uses such as housing.
- 6.26 It is also important that existing and potential waste sites are not hindered by 'encroachment' of inappropriate development in close proximity in order that the operational potential of the waste site is not negatively impacted.

Policy W2

Safeguarding of waste management facilities

All waste management facilities and those which provide a temporary specialist function shall be safeguarded from encroachment or loss to other forms of development.

New waste management facilities will be automatically safeguarded.

Non-waste development that might result in a loss of permanent waste management capacity may be considered in the following circumstances:

- a) The planning benefits of the non-waste development clearly outweigh the need for the waste management facility at the location; and
- b) The waste management facility is no longer required and will not be required within the Plan period; and
- c) An alternative site providing an equal or greater level of waste management capacity of the same type has been found within the Plan area, granted permission and shall be developed and operational prior to the loss of the existing site.

Implementation

- 6.27 Waste management sites are less geographically and geologically restricted than mineral sites, but can face pressures from incompatible non-waste development. This is because many waste management activities can be located on industrial land, where land rental values can be high. Waste management typically generates less high value end products which means activities on prime industrial locations are not always viable to sustain.
- 6.28 Planning policy has a role to play in protecting waste management sites from competing pressures. It is important to avoid the loss of facilities or allocated waste management sites as this capacity may not be replaced elsewhere. This limits the ability to manage waste close to where it is generated and in sustainable locations in terms of transport, and the ability to maintain provision to meet waste management needs.
- 6.29 Furthermore, to encourage proposals for the necessary level of capacity required over the Plan period, new waste management should be automatically safeguarded until the required capacity requirements have been met.
- 6.30 Safeguarded waste sites will be shown on the Minerals and Waste Safeguarding Area and associated Consultation Area.
- 6.31 It is recognised that it is not always appropriate to protect existing waste management sites from redevelopment or encroachment by other uses. Many planning permissions for waste management activities are temporary, which may reflect the aim of returning the land to its previous use or developing / restoring it for an alternative use longer term.
- 6.32 It may be appropriate to redevelop some safeguarded sites if they offer strong regeneration potential. The impact on the overall waste handling capacity would need to be assessed in order to maintain capacity levels. Any change in site use would need to be considered on a case-by-case basis to ensure sufficient waste capacity was maintained in the Plan area.
- 6.33 Sites for waste recovery to land operations using CD&E waste are not safeguarded as these generally involved other landuses and constitute a form of engineering works.
- 6.34 In the case of encroaching development, it must be demonstrated that mitigation measures are in place to ensure that the proposed development is adequately protected from any potential adverse impacts from the existing waste development.

6.35 Encroaching development is considered as any development which impacts upon the waste management activities or associated activity (such as transport) of a site.

6.36 Where this infrastructure is located outside of the Plan area, the Central & Eastern Berkshire Authorities will provide support to the relevant Waste Planning Authority should there be the need to defend the safeguarding or support the replacement of the capacity.

Monitoring

6.37 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Safeguarding waste infrastructure.	Number of safeguarded sites developed for non-waste uses > 0	n/a

Waste capacity requirements

6.38 The Central & Eastern Berkshire Authorities will aim to provide and/or facilitate sustainable management of waste for Central and Eastern Berkshire within the Plan area. However, given the extent of existing movements of waste to treatment facilities outside of the Plan Area, it is recognised that this may be difficult to prevent and that they will have to work with other Waste Planning Authorities outside of the Plan area.

6.39 Planning for the management of waste in line with this principle conforms with both National Planning Policy for Waste and Planning Practice Guidance⁵³ which suggests that there is no expectation that each local planning authority should deal solely with its own waste to meet the requirements of self-sufficiency.

6.40 These movements of waste have an implication on the waste treatment capacity required within Central and Eastern Berkshire. The amount of waste 'imports' and 'exports' to and from the Plan area are not static. However, the capacity requirements identified provide what is considered the minimum additional amount of waste treatment capacity required within Central and Eastern Berkshire.

6.41 Should the aforementioned movements of waste cease within the Plan period, it is expected that additional waste treatment capacity would be required within the Plan area. However, market forces may result in the capacity shortfall being addressed elsewhere.

6.42 By 2036, the following estimated arisings are expected within Central and Eastern Berkshire:

- 725,000 tonnes per annum (tpa) non-hazardous waste
- 680,000 tpa inert waste
- 30,000 tpa hazardous waste

6.43 The capacity requirements outlined in this Plan take into consideration current levels of capacity and seek to address the future arisings expected up to 2036.

Recycling capacity requirements

6.44 Approximately 37,500 tonnes per annum (tpa) of kerbside collected Dry-Mixed Recyclables (DMR) originating from the Plan area are currently sorted at the Smallmead Waste Management Centre in Reading. This is likely to increase up

⁵³ National Planning Practice Guidance (Waste – Para. 007) - <https://www.gov.uk/guidance/waste>

to 44,000 tpa by the end of the Plan period, and can be met by the capacity of current facilities.

- 6.45 In addition, approximately 34,000 tpa of DMR produced within Central and Eastern Berkshire is treated by Materials Recycling Facilities (MRFs) outside of the Plan area, predominantly at facilities in Warwickshire and West Berkshire. A further 7,000 tpa of cardboard, plastics and paper are also produced within, and treated outside of, the Plan area.
- 6.46 Composting is considered a recycling process. Just over 45,000 tpa of biodegradable waste derived from parks and gardens across Central and Eastern Berkshire is currently being treated outside of the Plan area, most notably at composting facilities in Oxfordshire. Currently there is limited capacity available for composting within the Plan area.
- 6.47 In addition, the Central and Eastern Berkshire authorities produce approximately 13,500 tpa of waste vehicles (ELVs) and approximately 30,000 tpa of metal waste as separate fractions. Of this total, approximately 25,000 tpa is exported from, and treated outside of the Plan area namely at facilities provided in Bristol, Buckinghamshire and Hampshire.
- 6.48 In total, considering forecasted waste growth and the integration of a headroom capacity, the arisings of these wastes streams which have potential to be recycled is likely to reach around **145,000 tpa by 2036**.

Residual capacity requirements

Recovery capacity

- 6.49 Treatment through means of recovery is encouraged in order to drive waste further up the waste hierarchy.
- 6.50 In 2017, approximately 36,000 tpa of residual household waste from the Royal Borough of Windsor & Maidenhead was sent to the Ardley Energy Recovery Facility (ERF) in Oxfordshire under a contractual agreement due to run to 2030, although two five year extensions have been agreed within the current arrangement which could extend this to 2040.
- 6.51 In addition, approximately 70,000 tpa of residual household waste from the Re3 Authorities (Bracknell Forest, Reading and Wokingham) is sent to the Lakeside ERF in Slough under a contract to 2031.

- 6.52 The Government has recently indicated that it prefers the proposed additional runway at Heathrow airport as an airport expansion option⁵⁴ and this would impact and potentially result in the loss of the Lakeside ERF.
- 6.53 It is currently uncertain as to whether the Lakeside ERF will be lost or alternatively relocated. However, relocating such a facility is a complex project that is still subject to negotiation, as well as planning consents and other permits.
- 6.54 The potential loss of this facility would have a significant impact on waste capacity requirements within the Plan area and across the wider region.
- 6.55 In addition to these movements, around 77,000 tpa of non-hazardous waste originating from Plan area, which has the potential to be provided for through recovery, is currently sent to non-hazardous landfills.
- 6.56 Considering waste growth and the integration of a headroom capacity, these arisings are likely to reach around **100,000 tpa by 2036**.
- 6.57 This recovery requirement can be delivered through a range of technologies including anaerobic digestion, combined heat and power, gasification and pyrolysis.

Landfill capacity

- 6.58 Despite the level of effective technology currently available to divert waste away from landfill, there is still a requirement for this option for dealing with wastes which cannot currently be recycled, or which are contrary to the input specification of recovery and pre-recovery treatment facilities.
- 6.59 Around 87,000 tpa of non-hazardous waste arising from Central and Eastern Berkshire is currently sent to landfill. Approximately, 49,000 tpa of this is sent from Reading, Wokingham and Bracknell Forest (Re3) to the Sutton Courtenay Landfill (Oxfordshire).
- 6.60 In 2017, there was only one operational landfill site within Central and Eastern Berkshire which accepted non-hazardous waste; Star Works landfill site at Knowl Hill near Maidenhead. This operation has planning permission which allows 70,000 tonnes of waste per annum to be imported, and is required to cease operations in January 2019 for non-inert waste and January 2020 for inert waste.

⁵⁴ Government announcement regarding Heathrow expansion
www.gov.uk/government/news/governmentdecides-on-new-runway-at-heathrow

6.61 The South East Waste Planning Advisory Group (SEWPAG) has recognised that, with the closing early of landfill sites and the successful diversion of waste from landfill, there is likely to be a move towards regionally strategically landfill sites in the near future⁵⁵.

6.62 Applications for additional non-hazardous landfill capacity will therefore be considered where there is a clearly demonstrated need.

Hazardous waste capacity requirements

6.63 Hazardous waste and the facilities required to manage it are often of a regional or national nature as the quantities of waste from each local authority are too small to justify a greater number of facilities. As such, this waste can travel further than other types of waste.

6.64 Approximately 25,000 tpa of hazardous waste is currently generated within the Plan area, of which the majority, 21,000 tpa, is treated in various facilities across a number of local authority areas.

6.65 Due to the specific type of hazardous waste currently being exported from the Plan area however, there is only a requirement for an additional 5,500 tpa treatment capacity by the end of the Plan period.

Sludge, liquid, effluent and waste water treatment capacity requirements

6.66 Around 147,000 tpa of sludge, effluent and waste water are produced in Central and Eastern Berkshire. There is currently very limited capacity for sludge treatment within the Plan area. However, the majority of this arising (121,500 tpa) is managed by Thames Water facilities in neighbouring areas, most notably in Slough and Surrey.

6.67 There is potential for these arisings to increase to around 174,000 tpa by 2036. Approximately 144,000 tpa of these arisings will be met by capacity provided by Thames Water up to the end of the Plan period. As such, in addressing this residual arising, there is a need to provide additional capacity within the Plan area of **33,000 tpa by 2036**.

Inert recycling and recovery capacity

⁵⁵ SEWPAG is currently working collectively to prepare a Position Statement which outlines this issue. Specific reference will be made to this Position Statement once publically available.

- 6.68 Around 540,000 tpa of inert wastes (although some may be contaminated by non-inert fractions coded as non-hazardous waste), consisting largely of concrete, bricks, tiles, ceramics and bituminous mixtures are currently produced within the Plan area, the majority of which (450,000 tpa) is treated outside of the Plan area, predominantly at facilities in West Berkshire and Oxfordshire.
- 6.69 Considering various planned schemes and end dates of existing treatment capacity within the Plan area, there is likely to be a need for around **305,000 tpa by 2036** of inert aggregate recycling, or recovery capacity.
- 6.70 This need can be delivered through a range of technologies such as recycled aggregate processing or through infill of material used in restoration or engineering projects such as that at Green Park Village to mitigate flood risk.

Policy W3

Waste capacity requirements

Additional waste infrastructure capacity within the Plan area will be granted to provide a minimum of:

- 145,000 tpa non-hazardous recycling capacity;
- 100,000 tpa non-hazardous recovery capacity;
- 33,000 tpa non-hazardous sludge treatment capacity;
- 305,000 tpa of inert recycling or recovery capacity.

Hazardous waste management facilities and non-hazardous waste landfill for residual waste and will be supported, in appropriate locations, where there is a clear and demonstrable need.

Implementation

- 6.71 Proposals will need to demonstrate how the development achieves the highest possible level within the waste hierarchy and how much residual waste (requiring disposal) will typically be created per annum.
- 6.72 Depending on the facility type, waste management activities will be supported in principle where waste will be managed as close to its source as possible to reduce long distance transport, or where it is demonstrated that it represents sustainable development.

- 6.73 The Central & Eastern Berkshire Authorities will work jointly in planning for the provision of larger facilities that serve the wider Plan Area, and will also work closely with neighbouring Waste Planning Authorities to plan for the provision of facilities that serve the wider South East.
- 6.74 Proposals for non-hazardous landfill will be required to demonstrate their need as well as ensuring that;
- a) no acceptable alternative form of waste management further up the waste hierarchy is achievable;
 - b) the site does not affect a Principal Aquifer and is outside Groundwater Protection and Flood Risk Zones;
 - c) The site provides for landfill gas collection and energy recovery.
- 6.75 Where Energy recovery development is being proposed, it must:
- a) be used to divert waste from landfill, where other waste treatment options further up the waste hierarchy have been discounted; and
 - b) provide and be designed to allow for the exploitation of both heat and power generated by the facility; and
 - c) provide sustainable management arrangements for waste treatment residues arising from the facility.
- 6.76 Proposals to treat Sludge, liquid, effluent and waste water will need to demonstrate;
- a) There is a clearly demonstrated need to provide additional capacity via extensions or upgrades for the treatment of sludge, liquid, effluent and waste water, particularly in planned areas of major new development; and
 - b) They do not breach either relevant 'no deterioration' objectives or environmental quality standards.
- 6.77 The proposal should make provision for the beneficial co-treatment of sewage with other wastes.
- 6.78 Other liquid waste treatment plant proposals that contribute to the treatment and disposal of oil and oil/water mixes and leachate will be expected to be located as near as possible to its source.
- 6.79 Aggregate recycling facilities accept hard inert material which is crushed and filtered to produce recycled and secondary aggregates of various grades. The softer materials like soils, chalk and clay can also be recovered whereby they

may be used as beneficial fill materials for landscaping, for example. To increase the management of inert waste higher up the waste hierarchy, all inert waste elements capable of producing high quality recycled aggregates should be removed for recycling.

Monitoring

6.80 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Trigger	(Threshold) for Policy Review
Capacity of waste management facilities	Net loss of waste management capacity from closure of sites	Breach over 3 consecutive years
Landfill capacity	Landfill void capacity (years) > 0	n/a
Hazardous waste capacity	Hazardous waste treatment and transfer management capacity is lower than arisings*	n/a

*Transfer included as it is recognised that this waste generally travels further due to its specialist nature

6.81 The following targets for waste management provision will also be monitored to ensure that Policy W3 is on track to address the increase in required capacity through the Plan period.

Non-hazardous recycling of recovery capacity				
	2020	2025	2030	2036
Non-hazardous recycling capacity	126,600 tpa	132,100 tpa	137,800 tpa	145,000 tpa
Non-hazardous recovery capacity	87,600 tpa	91,400 tpa	95,400 tpa	100,300 tpa
Non-hazardous sewage sludge capacity	29,000 tpa	30,300 tpa	31,600 tpa	33,200 tpa

Inert recycling or recovery capacity				
2020-2022 required provision	2023-2026 required net additional provision	2027-2029 required net additional provision	2030-2036 required net additional provision	Total Capacity required throughout Plan period
N/A	63,250 tpa	132,000 tpa	110,000 tpa	305,250 tpa

Locations and sites for waste management

- 6.82 There are several different types of modern waste management facilities which can be located on different types of land, if the location is appropriate for the proposed activity. In Central and Eastern Berkshire, the existing network of facilities is generally focused on the main urban areas, although some facilities such as composting tend to be in more rural areas.
- 6.83 A number of sites have been identified as being appropriate locations, in principle, for hosting waste management activities which are outlined in Appendix A.
- 6.84 These sites are not sufficient to meet the future waste management requirements of Central and Eastern Berkshire up to the end of the Plan period and therefore, it is expected that further new sites will come forward through market-led delivery.
- 6.85 A review of industrial estates and employment land⁵⁶ has identified that the boroughs of Bracknell Forest, Reading and Wokingham include industrial estates and/or employment sites that are suitable for locating waste management facilities. These sites are existing, or proposed, allocations for landuses which are considered compatible to waste uses.
- 6.86 This Plan does not seek to allocate the sites as this provision is made within the wider Development Plan. However, the review provides evidence of potential capacity for waste facilities as and when land becomes available on these sites.
- 6.87 The review concluded that there was approximately 30 sites that were suitable for waste uses ranging from ‘Activities requiring a mix of enclosed buildings/plant and open ancillary areas (possibly involving biological treatment)’ to ‘Activities requiring enclosed building with stack (small scale)’ (see Appendix C for more details). The most common category of waste activity suitable at the sites was ‘Activities requiring enclosed industrial premises (small scale)’.
- 6.88 All waste management has transport implications and transport impacts and these should be minimised by ensuring that sites have good connectivity to the strategic network which is the principle transport network for moving waste in the Plan area.
- 6.89 The spatial approach to delivering new waste management capacity aims to allow waste capacity to also be sited as close to the source and markets of the

⁵⁶ Waste: Proposals Study – www.hants.gov.uk/berksconsult

waste. Waste facilities will also need to support planned areas of major new development.

Types of waste management facilities

- 6.90 Recycling and recovery facilities enclosed in buildings are typically of an industrial nature and deal with largely segregated materials. Activities involve preparing or sorting waste for re-use and include materials recovery facilities (MRF), waste transfer stations (WTS), dis-assembly and re-manufacturing plants, and reprocessing industries. Potential nuisances such as dust and noise can be mitigated as the activity is enclosed, meaning these facilities are compatible with industrial estates.
- 6.91 Smaller-scale facilities (with an approximate throughput of up to 50,000 tonnes per annum and requiring sites of 2 hectares or less) will normally be compatible with most general industrial estates.
- 6.92 Larger scale enclosed premises (typically requiring sites of 2-4 hectares, with a throughput in excess of 100,000 tonnes per annum) and facilities with a stack are likely to be located on larger industrial estates or suitable brownfield sites.
- 6.93 Sites suitable for general industrial uses are those identified as suitable for B2 (including mixed B2/B8), or some uses within the B8 use class⁵⁷ (namely open air storage). Waste management uses would not normally be suitable on land identified only for B1 (light industrial uses), although a limited number of low impact waste management uses (e.g. the dis-assembly of electrical equipment) may be suitable on these sites. Some industrial estates will not be considered suitable for certain waste management facilities because for instance the units are small, the estate is akin to a business park or it is located close to residential properties.
- 6.94 Energy Recovery Facilities (ERFs) which include advanced thermal treatment processes such as pyrolysis and gasification/plasma conversion require built facilities and, in some cases, a stack (i.e. chimney). Sites must be carefully selected and sensitively designed to avoid visual and other amenity and environmental impacts and to provide renewable energy to serve the surrounding area. The location of these facilities is influenced by the location of those using the heat and energy generated and the need to access fuel feedstock. This means that where appropriate, energy recovery Combined Heat

⁵⁷ The Town and Country Planning (Use Classes) Order 1987 - <http://www.legislation.gov.uk/uksi/1987/764/schedule/made> - as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010 - <http://www.legislation.gov.uk/uksi/2010/653/article/2/made>

and Power (CHP) plants (which may also include non-waste fuel sources) may be encouraged alongside new and existing developments, or near sources of fuel feedstock. Small-scale community based CHP schemes may be suitable within planned major development or regeneration areas or in mixed-use schemes. CHP could also be used in remote rural areas that do not have access to mains gas supplies.

- 6.95 Recycling and recovery activities which predominantly take place in the open (outside buildings) or involve large areas of open air storage include biological waste treatment (including composting), construction, demolition and excavation (CD&E) recycling, end-of-life vehicle processing and some Household Waste Recycling Centres or Civic Amenity sites. Because these activities can create noise, odours and other emissions, they are not easily assimilated in built-up areas.
- 6.96 Some activities will be more 'hybrid' in nature, requiring sites with buildings and open storage areas. These may include outdoor MRF or waste transfer station (WTS), wharves and rail sidings for waste transshipment and/or storage. In most cases, the co-location of waste management facilities or processes to increase the recycling and recovery of waste is supported, particularly when the feedstock or outputs are well related.

Policy W4

Locations and sites for waste management

The delivery of allocated and additional waste management infrastructure will be supported within:

- 1) Allocated sites:
 - i. Planners Farm, Brock Hill
 - ii. Horton Brook Quarry, Horton
 - iii. The Compound, Pinkneys Green, Maidenhead
 - iv. Berkyn Manor Farm, Horton
 - v. Star Works, Knowl Hill
 - vi. Datchet Quarry / Riding Court Farm, Datchet
- 2) Appropriate locations, where the site:
 - a) Has good connectivity to the strategic road network; and
 - i. Areas of major new development; or
 - ii. Sources of waste and/or markets for the types of waste to be managed; and
 - b) Is existing or planned industrial or employment land; or
 - c) Is previously-developed land or redundant agricultural and forestry buildings, their curtilages and hard standings; or
 - d) Is part of an active quarry or landfill operation; or
 - e) Is within or adjoins sewage treatment works and the development enables the co-treatment of sewage sludge with other wastes.

Implementation

6.97 The allocation of sites does not convey that planning permission will be automatically granted but presumes the locations provide sustainable development subject to the development considerations being addressed (see Appendix A).

6.98 Proposals for further waste management development will be supported where they are in 'appropriate locations' and therefore, comply with all relevant policies within this Plan.

6.99 All sites are required to have 'good connectivity' to the sources, markets or strategic transport routes as defined by Policy DM11.

- 6.100 Opportunities to provide waste treatment facilities at existing developed locations such as employment sites where general industrial and distribution activities are located (B2/B8 land uses)⁵⁸, or on previously-developed land are strongly supported. Waste management uses would not normally be suitable on land identified only for B1 (business, including light industrial uses), although a limited number of low-impact waste management uses (e.g. the dis-assembly of electrical equipment) may be suitable on these sites.
- 6.101 In accordance with the other policies in this Plan, activities involving open areas will only be supported if they do not have adverse environmental impacts, and noise and emissions are controlled by effective enclosure and other techniques.
- 6.102 There may be a special need or circumstances where both enclosed and open-air facilities can be justified on sites outside main urban areas. Facilities may require a more rural location because this is closer to the source of the waste being treated or the activity is related to an agricultural activity. For instance, anaerobic digestion (AD) plants and composting facilities may need to be located where there is an available feedstock and where residues can be disposed to land for beneficial purposes. Proposals would generally be of a smaller scale than that proposed in urban areas or on edge of the urban / rural area (the urban fringe).
- 6.103 Facilities for recycling, particularly inert or construction, demolition and excavation (CD&E) waste, that produce recycled or secondary aggregate, are sometimes located in historic landfills or current/former quarries. In almost all cases, it is expected that that former quarries or landfills will be restored but there may be exceptions where the benefits from continued development at some host locations are considered to be more sustainable than re-locating the development elsewhere. CD&E waste recycling facilities can also be acceptable on some industrial sites, particularly in close proximity to sources of waste.
- 6.104 New waste water and sewage treatment plants, extensions to existing works, or facilities for the co-disposal of sewage with other wastes will be supported where the location minimises any adverse environmental or other impact that the development is likely to give rise to, and the site is considered appropriate by meeting all relevant policies within this Plan.

⁵⁸ The Town and Country Planning (Use Classes) Order 1987 - <http://www.legislation.gov.uk/ukxi/1987/764/schedule/made> - as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010 - <http://www.legislation.gov.uk/ukxi/2010/653/article/2/made>

- 6.105 It is recognised that some types of waste management require a more isolated location such as composting or AD. Proposals requiring a more rural location will be required to demonstrate a special need or circumstances why the waste management activity should be located at that particular site.
- 6.106 The co-location of activities with existing operations will be supported, where appropriate, if commensurate with the operational life of the site, and where it would not result in intensification of uses that would cause unacceptable harm to the environment or communities in a local area (including access routes), or prolong any unacceptable impacts associated with the existing development.
- 6.107 A number of development projects⁵⁹ are planned over the Plan period. These projects will have implications for waste management and also provide opportunities to host appropriate waste management development, particularly within major areas of development such as at Grazeley, a proposed Garden Settlement which includes land in Wokingham.

Monitoring

- 6.108 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Appropriately located waste management.	Permissions not in accordance with Policy W4 (1)	n/a
	Permissions not in accordance with Policy W4 (2)	Permissions not in accordance with Policy W4 (2) > than those in accordance.

⁵⁹ Minerals / Waste: Background Study (March 2018) – www.hants.gov.uk/berksconsult

Re-working landfills

- 6.109 There may be opportunities for the re-working of former landfill sites to either remove existing landfilled materials in order to reuse the materials or void, or to exploit benefits from the in-situ material itself. Such materials may be valuable and therefore the re-working of such sites would enable the value to be recovered in addition to providing additional landfill capacity if needed.
- 6.110 One former landfill site within Central and Eastern Berkshire has already been successfully reworked, albeit to enable the delivery of residential development rather than the reuse for waste. The former Badnell's Pit in Maidenhead was given permission by the Planning Inspectorate in March 2006 for the removal of landfill waste and replacement with clean fill.
- 6.111 Having been subject to unregulated landfill activities between the 1940s and 1960s, the site was heavily contaminated and there were concerns that removal of the material would cause a serious risk to health. However, the Planning Inspectorate concluded that, subject to conditions, the benefits of the proposed development were sufficient to outweigh the harm that might be caused. The site is now known as Boulters Meadow and is a residential development with over 400 homes.

Policy W5

Reworking landfills

Proposals for the re-working of landfill sites will only be permitted where all of the following principles are met:

- a) There is no unacceptable risk to human health or the environment;
- b) The proposals would result in beneficial use of the land and of the material being extracted;
- c) There is minimal noise and disturbance during the operation and restoration;
- d) There is timely and high quality restoration and aftercare of the site.

Implementation

- 6.112 The extent of the opportunities for re-working of landfill sites in Central and Eastern Berkshire is unknown and it is likely that considerable work may need to be undertaken to ascertain the 'value' of the sites in Central and Eastern Berkshire by any potential developer. However, pressure on land for housing may result in these opportunities becoming more economically beneficial.

Therefore, consideration should be given to the wider Development Plan for Central and Eastern Berkshire.

6.113 Proposals brought forward for the re-working of landfill will also need to consider backfill materials, if applicable, as part of the planned restoration.

Monitoring

6.114 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Appropriate re-working of landfills.	Permissions not in accordance with Policy W5	n/a

7. Development Management Policies

- 7.1 The following Development Management (DM) policies address a range of subjects relevant to minerals and waste developments in Central and Eastern Berkshire. Together with the minerals (M) and waste (W) policies, they form a robust framework for the determination of minerals and waste applications. These policies should also be considered in the context of the wider Development Plan⁶⁰ where the proposal is situated.
- 7.2 It is important that all minerals and waste developments are designed to minimise the impact upon the environment and local communities within Central and Eastern Berkshire.

⁶⁰ The Development Plan includes the Local Plan for the relevant area.

Sustainable Development

- 7.3 The National Planning Policy Framework (NPPF) requires local plans to support the presumption in favour of sustainable development. Accordingly, any development that conforms to the policies in this Plan is deemed sustainable and should be progressed without delay by the relevant planning authority. Planning law⁶¹ requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise.

Policy DM1 Sustainable Development

The Central & Eastern Berkshire Authorities will take a positive approach to minerals and waste development that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework (NPPF) and the associated Planning Practice Guidance. The authorities will seek to work proactively with applicants to find solutions to secure development that improves the economic, social and environmental conditions of the Plan area.

Minerals and waste development that accords with the policies in this Plan will be approved, unless material considerations indicate otherwise.

Implementation

- 7.4 Development management will be the main, but not the only, means by which the Plan will deliver sustainable minerals and waste development in Central and Eastern Berkshire. The Plan is largely delivered through the determination of minerals and waste planning applications and through the implementation of policies in this Plan. The approach will be focused on problem solving and seeking quality outcomes. Accordingly, when dealing with applications, the relevant planning authority will:
- Promote pre-application discussions between minerals and waste developers, the determining authority, statutory consultees and other consultees, as appropriate;
 - Encourage engagement between developers and the local community;
 - Ensure appropriate and proportionate information is submitted;
 - Request that statutory consultees will provide timely advice;
 - Give due weight to this Plan in the context of the overall development plan when making decisions on minerals and waste development;
 - Impose appropriate controls on development through conditions;

⁶¹ Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990.

- Monitor all minerals and waste development proportionate to its potential risk and take appropriate compliance measures, including enforcement action when unauthorised development takes place; and,
- Encourage community engagement on minerals and waste development proposals, as appropriate, to ensure the community can examine development proposals and engage with interested parties. Community engagement is relevant to minerals and waste development at all stages of the planning process, including pre-application and post submission, as well as during development monitoring.

7.5 In making any planning decision the relevant authority will have to make a judgement as to the weight they give to the various elements of the Development Plan including the Joint Minerals and Waste Plan as well as other material considerations and conclude whether on the balance of evidence a development is sustainable and if it should be granted planning permission.

7.6 The effectiveness of the Joint Minerals and Waste Plan will be monitored against the relevant indicators and reported annually. The Plan will be reviewed within five years of adoption to determine whether an update of the Plan will be required in part or as a whole.

Monitoring

7.7 Suggested Monitoring Indicators

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Planning performance.	60% of planning applications within 13 weeks (excluding those subject to an Environmental Impact Assessment (EIA) or a Planning Performance Agreement or other agreed extension of time).	Breach over 3 successive years.

Climate Change – Mitigation and Adaptation

- 7.7 It is a national planning objective that planning plays a key role in helping to shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure⁶². National planning policy also states that ‘local planning authorities should adopt proactive strategies to mitigate and adapt to climate change’⁶³.

Policy DM2

Climate Change – Mitigation and Adaptation

Minerals and waste development should, where applicable, reduce vulnerability and provide resilience to impacts of climate change by:

1. Being located and designed to help reduce greenhouse gas emissions and encourage sustainable use of resources; or,
2. Facilitating low carbon technologies; and
3. Incorporating mitigation and adaptation measures.

Implementation

- 7.8 Minerals and waste development can provide opportunities to mitigate and adapt to the effects of climate change, including:
- Reduction in greenhouse gas emissions through diverting biodegradable waste from landfill;
 - Generation of renewable energy from energy recovery facilities;
 - More sustainable use of resources through the use of recycled and secondary aggregates in construction;
 - Appropriate restoration of quarries and landfill sites;
 - Supplying aggregates for use in flood defences;
 - Opportunities for water storage in flood zones; and,
 - The location of development adjacent to local markets which may provide opportunities to reduce emissions from or created by transport.
- 7.9 In this instance resilience means capacity for the environment to respond to such changes by resisting damage caused by minerals or waste development

⁶² National Planning Policy Framework (Para. 93) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

⁶³ National Planning Policy Framework (Para. 99) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

and, where damage does occur, recovering quickly. This can be achieved by maintaining a robust and varied network of natural environments which will allow natural processes to change and adapt.

7.10 The following policies outline how mitigation and adaptation of Climate Change will be addressed by this Plan:

- Policy DM8: Restoration of Minerals and Waste Developments;
- Policy DM9: Protecting Public Health, Safety and Amenity;
- Policy DM10: Water Environment and Flood Risk;
- Policy DM11: Sustainable Transport Movements; and
- Policy DM12: High Quality Design of Minerals and Waste Development.

Monitoring

7.11 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Climate change.	Number of planning permissions granted which: <ul style="list-style-type: none"> • divert waste from landfill; • generate renewable energy; • encourage aggregate recycling or secondary aggregate; • for restoration; • provide for flood defence or water storage; and • Include sustainable transport. 	n/a

7.12 The Plan seeks to reduce emissions as required by the Climate Change Act, but it is not possible to monitor the effectiveness of this due to the lack of available baseline and monitoring data.

Protection of Habitats and Species

- 7.13 Central and Eastern Berkshire supports a wide range of landscapes and habitats that play an important role in supporting a variety of flora and fauna, including internationally and nationally important wildlife areas, and rare and declining species.
- 7.14 The Central & Eastern Berkshire Authorities will seek to avoid any net loss of biodiversity as a result of development, and will give regard to the implications of climate change to ensure that habitats are sufficiently protected and enhanced to support resilience to such changes.
- 7.15 National planning policy protects important habitats and species at all levels of public administration requiring local authorities to 'set out a strategic approach to plan positively for the creation, protection, enhancement and management of networks for biodiversity and green infrastructure'⁶⁴.
- 7.16 Bracknell Forest and Windsor & Maidenhead both have sites of international importance including Thames Basin Heaths Special Protection Area (SPA), Chiltern Beechwoods Special Area of Conservation (SAC), South West London Wetlands SPA and Ramsar as well as the Windsor Forest Great Park SAC which crosses both authorities.
- 7.17 Locally important sites, such as Local Wildlife Sites, are also designated in recognition of their significance at the local level but do not normally carry the same level of protection as internationally or nationally designated sites.

⁶⁴ National Planning Policy Framework (Para. 114) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Policy DM3

Protection of Habitats and Species

Minerals and waste development that will contribute to the conservation, restoration or enhancement of biodiversity will be permitted.

Development that is likely to result in a significant effect, either alone or in combination with internationally designated sites including Special Protection Areas, Special Areas of Conservation, Ramsar sites; sites identified to counteract adverse effects on internationally designated sites; and European Protected Species will need to satisfy the requirements of the Habitat Regulations.

The following sites, habitats and species will be protected in accordance with the level of their relative importance:

- a) nationally designated sites including Sites of Special Scientific Interest and National Nature Reserves, nationally protected species and Ancient Woodland (including semi-natural and replanted);
- b) local interest sites including Local Wildlife Sites, and Local Nature Reserves;
- a) habitats and species of principal importance;
- b) priority habitats and species listed in the national and local Biodiversity Action Plans;
- c) trees, woodlands, ancient woodland, aged and veteran trees, and hedgerows; and
- c) features of the landscape that function as 'stepping stones' or form part of a wider network of sites by virtue of a coherent ecological structure or function, or importance in the migration, dispersal and genetic exchange of wild species.

Minerals and waste development likely to result in the loss harm or deterioration of the above sites, habitats and species will only be permitted where it is judged;

1. In proportion to their relative importance (alone or as part of a wider network), that the merits of the development outweigh any likely environmental damage;
2. The development could not be reasonably located on an alternative site that would result in less or no harm to the biodiversity interests; and
3. The development would result in adverse effects to biodiversity, appropriate avoidance, mitigation and compensation measures can be provided.

Implementation

- 7.18 Internationally protected sites will be given the statutory protection set out in the European Union Habitats Directive⁶⁵, and development that is likely to result in a significant effect, either alone or in combination will need to satisfy the requirements of the Habitat Regulations⁶⁶ through project level assessments; proposals likely to result in adverse effects, after avoidance and mitigation measures have been accounted for will not be permitted.
- 7.19 Development which is likely to have an adverse impact upon European Protected Species can only be permitted where it is judged to have no satisfactory alternative, there are strong overriding reasons of public interest, and that the conservation status of species can be maintained.
- 7.20 With regards to internationally and nationally designated sites, the Central & Eastern Berkshire Authorities have a duty to take reasonable steps to further the conservation and enhancement of the features for which sites are designated. The presence of such a site within or adjacent to a minerals or waste proposal may constrain the type and scale of development where the designated features of interest may be impacted.
- 7.21 Central and Eastern Berkshire also contains other important sites, habitats and species which are also critical in maintaining a high level of biodiversity. These sites, habitats and species form networks that support a robust and healthy natural environment which are resilient to change. The Central & Eastern Berkshire Authorities will encourage positive management of such habitats and the species they support, particularly where development proposals would extend or create links between existing habitats, create or restore priority habitats and support Biodiversity Action Plan or Biodiversity Opportunity Area targets.
- 7.22 In a small number of instances, minerals and waste development may result in significant impacts on habitats and species which cannot be avoided or mitigated. In these instances, the provision of new areas of like-for-like habitats as compensatory habitats will be required to ensure that there is no overall net loss of habitats or populations. If significant harm cannot be avoided, mitigated against, or adequately compensated for, planning permission may be refused if the need for the development does not outweigh the biodiversity interests at the site.

⁶⁵ Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora.

⁶⁶ The Conservation of Habitats and Species Regulations 2017

7.23 In the case of a demonstrated overriding need for the development, any impacts would be required to be mitigated or compensated for in order to provide a net gain or improvement to condition. Such measures should be located either within or close to the proposed development.

Monitoring

7.24 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Impact on habitat and species.	<p>Number of planning permissions granted which impact on European designations or Sites of Special Scientific Interest (SSSIs) against Natural England advice > 0</p> <p>Condition and/or changes in biodiversity of SSSIs and Local Wildlife Sites (LWSs) within 5km of operational minerals and waste sites.</p>	n/a

Protection of Designated Landscape

- 7.25 Central and Eastern Berkshire contains a diverse range of landscapes. National planning policy gives great weight ‘to conserving landscape and scenic beauty in National Parks and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty’⁶⁷.
- 7.26 Although Central and Eastern Berkshire does not include any landscape designations, the North Wessex Downs Area of Outstanding Natural Beauty (AONB) and Chilterns AONB border the northern limit of the administrative area. The primary purpose of AONB designation is to conserve natural beauty. These designations, including their setting, need to be fully taken into account when considering minerals and waste developments.

Policy DM4

Protection of Designated Landscape

Planning permission for major minerals and waste development proposals adjacent, and within the setting of the North Wessex Downs Area of Outstanding Natural Beauty (AONB), and Chilterns AONB, will be considered having regard to the effect on the purpose of conserving and enhancing the special qualities of the relevant AONB. Consideration of such applications will assess;

- a) The need for the development, including in terms of any national considerations and the impact of granting, or
- b) The impact of permitting, or refusing the development upon the local economy;
- c) The cost of, and scope for meeting the need elsewhere outside the designated area, or meeting the need in some other way; and,
- d) Whether, any detrimental effects on the environment, the landscape and/or recreational opportunities can be satisfactory mitigated, taking account of the relevant AONB Management Plan.

Implementation

- 7.27 Minerals can only be worked where they are found. Minerals development in areas of landscape importance should be rigorously examined and should only take place when there are exceptional reasons and the need for the development outweighs any negative impact.
- 7.28 For the purposes of Policy DM4 only, major minerals and waste development is considered to be development that, by reason of its scale, character or nature,

⁶⁷ National Planning Policy Framework (Para. 115) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

has the potential to have a significant adverse impact on the natural beauty, distinctive character, and remote and tranquil nature of the AONBs and local landscapes. The potential for significant impacts on the AONBs will be dependent on the individual characteristics of each case.

Monitoring

7.29 Suggested Monitoring Indicators:

Monitoring Issues	Monitoring Indicator	(Threshold) for Policy Review
Impact on the setting of AONBs.	Number of planning permissions granted in the setting of an AONB against Natural England advice > 0	n/a

CONFIDENTIAL

Protection of the Countryside

- 7.30 The landscape outside the designated areas and sites is also locally important and highly valued and it is important to respect its special qualities. Minerals and waste developments, even though they may be temporary, can have a negative landscape and visual impact on residents, visitors, users of publicly accessible land, rights of way and roads.
- 7.31 In general, most mineral developments are tied to countryside locations as this is where the most unsterilized viable mineral deposits are available. Other activities essential for supplying minerals are also located in the countryside including mineral processing or aggregate recycling.
- 7.32 Some waste uses, such as large scale facilities requiring an open site are difficult to accommodate in urban areas. Waste uses not requiring a more isolated location and minerals developments that are not specifically linked to the natural occurrence of a mineral, should be located in urban areas. However, this is not always feasible on amenity grounds.
- 7.33 Appropriately managed minerals and waste development is important to support employment and provision of services in rural areas.

Policy DM5

Protection of the Countryside

Minerals and waste development in the open countryside will only be permitted where:

- a) It is a time-limited mineral extraction or related development; or
- b) The development provides a suitable reuse of previously developed land; or
- c) The development is within redundant farm or forestry buildings and their curtilages or hard standings.

Where appropriate and applicable, development in the countryside will be expected to meet the highest standards of design, operation and restoration including being subject to a requirement that it is restored in the event it is no longer required for minerals and waste use.

Implementation

- 7.34 The 'countryside' (not covered by other designations such as Green Belt) within the Plan area is defined by the settlement boundaries as set out in the Central & Eastern Berkshire Authority Local Plans.

- 7.35 Where minerals or waste developments are located close to, or would directly impact a statutory public right of way footpath network, measures should be put in place to protect or divert the route (for a temporary or permanent period, as appropriate). This includes adopted public footpaths, bridleways and cycle routes. Minerals and waste development may also provide benefits for rural communities such as opportunities for enhanced public access and recreation, especially as part of the restoration of minerals or waste developments.
- 7.36 Where they are located close to, or would directly impact on a permissive footpath, the use of this route for public access would be considered as part of any planning application. Permissive footpaths do not carry the same weight as adopted public rights of way.
- 7.37 Minerals and waste proposals that are proposed in the countryside that cannot be accommodated by Policy DM5 would be considered as a departure from the Plan.
- 7.38 High quality design is outlined in Policy DM12 and the requirements for restoration are provided in DM8.

Monitoring

- 7.39 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Impact on the countryside	Number of planning permissions granted in the countryside contrary to policy > 0	n/a
	For exceptional developments (not in accordance with policy), number of planning permissions granted without restoration conditions > 0	n/a

Green Belt

- 7.40 The eastern part of the Plan Area is situated within the Metropolitan Green Belt around London (see Key Diagram). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 7.41 Proposals for minerals and waste development within the Green Belt will be considered in light of their potential impacts and the National Planning Policy Framework.
- 7.42 There is a presumption against inappropriate development within the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Policy DM6 Green Belt

Proposals for minerals and waste development within the Metropolitan Green Belt will be carefully assessed for their effect on the objectives and purposes for which the designation has been made. High priority will be given to preservation of the openness of the Green Belt.

Where the proposals do not conflict with the preservation of the openness of the Green Belt, waste management facilities, including aggregate recycling facilities will be permitted where it can be demonstrated:

- a. that the site is the most suitable location in relation to arisings and recycle markets;
- b. there are no appropriate sites outside the Green Belt that could fulfil the same role; and
- c. that suitable mitigation is provided to ensure the development would not cause harm to the objectives and purposes of the Green Belt.

Implementation

- 7.43 When considering any planning application, the planning authority will ensure that substantial weight is given to protection of the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

- 7.44 The NPPF⁶⁸ states that minerals extraction, engineering operations and the re-use of buildings provided that the buildings are of permanent and substantial construction are not inappropriate development in the Green Belt provided that they preserve the openness of the Green Belt and proposals do not conflict with the purpose of including land in the Green Belt.
- 7.45 A processing plant, although commonly associated with mineral extraction, is unlikely to preserve openness, owing to its size, height and industrial appearance and would therefore be inappropriate development.
- 7.46 Elements of many renewable energy projects will also comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources. Sequential testing to show that other suitable sites are not available will also be required.
- 7.47 Within the Green Belt, the Central & Eastern Berkshire Authorities will plan positively to enhance the beneficial use of the Green Belt, by retaining and enhancing landscapes, visual amenity and biodiversity, by improving damaged and derelict land, and by looking for opportunities to increase access or provide for outdoor sport and recreation.
- 7.48 The disposal of inert waste can play a part in the restoration of mineral workings, and may therefore be acceptable in the Green Belt as in other areas, and subject to policies to encourage the recycling of materials as part of a sustainability strategy. Restoration may provide opportunities to enhance beneficial use of the Green Belt. The development of permanent waste management facilities will be judged on the locational needs of the development and the impact on the area, landscape, biodiversity and other issues. This, together with the wider environmental and economic benefits of sustainable waste management are material considerations that should be given significant weight in determining whether proposals for waste management facilities on Green Belt land should be given planning permission.

⁶⁸ National Planning Policy Framework (Para. 90):
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Monitoring

7.49 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Impact on the Green Belt.	Number of planning permissions granted in the Green Belt	n/a
	For exceptional developments (not in accordance with policy), number of planning permissions granted without restoration conditions > 0	n/a

Conserving the Historic Environment

- 7.50 Minerals and waste development can play a positive role in promoting archaeological investigations and protecting heritage assets including the record of historically or architecturally significant structures. Central and Eastern Berkshire's historic environment requires protection for the enjoyment and benefit of future generations.
- 7.51 The historic environment covers all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged as well as landscaped and planted or managed flora.
- 7.52 The NPPF identifies the conservation of such heritage assets as one of the core land-use planning principles that underpin both plan-making and decision-taking; it states that heritage assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life by today's and future generations⁶⁹.

Policy DM7

Conserving the Historic Environment

Proposals for minerals and waste developments will be required to protect and preserve the historic environment and heritage assets of the Central & Eastern Berkshire Authorities, including both designated and non-designated assets, including the settings of these sites.

The following assets will be protected in accordance with their relative importance:

- a) Scheduled Ancient Monuments;
- b) Listed buildings;
- c) Conservation areas;
- d) Registered parks and gardens;
- e) Registered battlefields;
- f) Sites of archaeological importance; and
- g) Other locally recognised assets.

Minerals and waste development should preserve, and where possible, enhance the character or appearance of historical assets unless it is demonstrated that the need for and benefits of the development decisively outweigh these interests and impacts will be mitigated.

⁶⁹ National Planning Policy Framework (Para, 17) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Implementation

- 7.53 Any decision on planning applications for minerals and waste development should be informed by an assessment, proportionate to the circumstances, of any impacts on the historic environment. This should include an appropriate level of field investigation if necessary and a screening to be submitted with the planning application.
- 7.54 There may be previously unidentified archaeological deposits and features present in proposed minerals and waste sites. Further archaeological investigations to an agreed methodology will be required in areas of interest prior to development.
- 7.55 Issues of historic environment that need to be considered, may require prior investigation (including pre-determination evaluation fieldwork) and mitigation measures, including methods of working, which take these into account.
- 7.56 Minerals or waste developments will be considered on their merits, assessing the suitability of the proposal, measures for conservation, suggested mitigation measures, as well as the potential benefits of mineral development for archaeology⁷⁰ such as enhanced setting or site management, and measures for the enhancement of historic assets affected by the proposed development.
- 7.57 Major historic features, such as Scheduled Ancient Monuments located or discovered on sites proposed for minerals and waste development must be preserved as part of the development, and enhancement secured, as appropriate.

Monitoring

- 7.58 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Impact on Historic Environment	Number of planning permissions contrary to Historic England advice > 0	n/a

⁷⁰ Please note this does not include the 'benefits of archaeological recording as mitigation' (see NPPF para 141).

Restoration of Minerals and Waste Developments

7.59 Effective restoration and long-term aftercare of minerals and waste development is integral to all mineral extraction and landfill development in Central and Eastern Berkshire. Extracting minerals and landfilling are long-term land uses, but they are only temporary developments. It is critical that restoration and aftercare of the site is carefully planned and maintained to ensure that local communities and the environment receive maximum benefit after the development has been completed.

7.60 The nature of restoration activity depends on the choice of after-use, which is influenced by a variety of factors including:

- the aspirations of the landowner(s) and the local community;
- the present characteristics of the site and its environs;
- any strategies for the area (such as biodiversity priorities and any landscape planning guidance);
- the nature, scale and duration of the proposed development; and
- the availability and quality of soil resources.

7.61 Restoration, aftercare and after-use will usually seek to assure that the land is restored back to a quality that is at a level at least equivalent to that which it was prior to development commencing. Wherever possible restoration schemes should provide for:

- the enhancement of the quality of the landscape, local environment or the setting of historic assets to the benefit of the local or wider community; and .
- measures to improve biodiversity interests whatever the proposed after-use of the site.

7.62 Once mineral extraction and landfilling has been completed, a site may be returned to the former land use or to a number of different 'after-uses'. The restoration of minerals and waste sites will usually involve the removal of buildings, plant and equipment used for winning or processing the materials and may also include the decontamination of land prior to restoration, depending on the type of development.

Policy DM8

Restoration of Minerals and Waste Developments

Planning permission for minerals extraction and temporary waste management development will be granted where satisfactory provision has been made for high standards of restoration and aftercare such that the intended after-use of the site is achieved in a timely manner, including where necessary for its long-term management.

The restoration of minerals and waste developments should reinforce or enhance the character and setting of the local area, and should contribute to the delivery of local objectives for biodiversity, landscape character, historic environment or community use where these are consistent with the Development Plan.

The restoration of mineral extraction and landfill sites should be phased throughout the life of the development.

Implementation

7.63 The Central & Eastern Berkshire Authorities will continue to ensure that all mineral extraction sites and landfill sites are restored to beneficial after-uses which are in keeping with the local area's biodiversity, landscape or townscape and communities.

7.64 Consideration needs to be given to the following factors:

- Type, quality and value of the land prior to extraction (for example, agricultural land);
- Presence of important habitats and species prior to development on site and in the local environment;
- Local ecological networks;
- Existing hydrological regime;
- Underlying geology;
- Local topography and landscape character/setting;
- Presence of important archaeological features and historic context;
- Proximity of urban areas and aerodromes;
- Compatibility with surrounding land uses;
- Availability of fill material;
- Planning policy framework;
- Landowner / site operator aspirations;
- Views of local community and other stakeholders;
- Transport issues;

- Public safety;
- Long-term management considerations; and
- Financial considerations.

7.65 For the initial years following restoration (usually a 5-year period but this may be extended. For example, when restoration is to a particular nature conservation after-use) site aftercare measures are required to ensure that the reinstatement of soils and the planting or seeding carried out to meet restoration requirements is managed so that a site is returned to its intended after-use in a timely manner.

7.66 These measures involve improving the structure, stability and nutrient value of soils, ensuring adequate drainage is available and securing the establishment and management of the grass sward, crop or planting areas, together with any other maintenance as may be required. The aftercare scheme normally requires two levels of details to be provided, these are:

- The outline strategy for the whole of the aftercare period;
- A detailed strategy for the forthcoming year.

7.67 Restoration and aftercare plans should take into consideration community needs and aspirations. Local interest groups and community representatives should be consulted and their viewpoints incorporated into the proposals wherever possible and appropriate. Restoration and aftercare plans for mineral development need to be reviewed and updated periodically, in accordance with legislation.

7.68 A Restoration Study⁷¹, which accompanies this Plan, provides greater detail and guidance on after-use, aftercare and restoration and should be read in conjunction with this policy.

⁷¹ Restoration Study (March 2018) – www.hants.gov.uk/berksconsult

Monitoring

7.69 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Appropriate and timely restoration.	Number of relevant permissions granted without restoration and aftercare conditions > 0 Number of completed restoration schemes within agreed timescales (not subject to approved extensions of time).	n/a

Protecting Public Health, Safety and Amenity

7.70 Minerals and waste development can have impacts on the environment and local communities. The use of machinery and lighting can result in noise, light and air pollution and also affect the amenity and public health of nearby communities and businesses and other land uses such as sport, recreation or tourism.

7.71 It is important that the minerals and waste industry in Central and Eastern Berkshire do not adversely impact upon the health and amenity of surrounding environment and communities, and appropriate suitable mitigation measures are used to reduce the risk of unacceptable adverse impacts occurring.

Policy DM9

Protecting Public Health, Safety and Amenity

Planning permission will be granted for minerals and waste development only where it can be demonstrated that it will not generate unacceptable adverse impacts on the public health, safety and amenity of local communities and the environment.

Minerals and waste development should not:

- a) Release emissions to the atmosphere, land or water (above appropriate standards);
- b) Have an unacceptable impact on human health;
- c) Cause unacceptable noise, dust, lighting, vibration or odour;
- d) Have an unacceptable visual impact;
- e) Potentially endanger aircraft from bird strike and structures;
- f) Cause an unacceptable impact on public safety safeguarding zones;
- g) Cause an unacceptable impact on public strategic infrastructure;
- h) Cause an unacceptable cumulative impact arising from the interactions between minerals and waste developments, and between mineral, waste and other forms of development.
- i) Cause an unacceptable impact on:
 - i. Tip and quarry slope stability; or
 - ii. Differential settlement of quarry backfill and landfill; or
 - iii. Subsidence and migration of contaminants.

Where it is considered that there will be adverse impacts, applicants will be expected to undertake mitigation to ensure an acceptable degree of potential impact.

Implementation

- 7.72 Many of the criteria outlined in Policy DM9 will be fulfilled by minerals and waste operators adopting appropriate management systems such as International Standards Organisation controls and other operational controls.
- 7.73 The screening of sites and other mitigation measures are often required to ensure an acceptable degree of potential impact of minerals and waste developments on the habitats, landscape, townscape and local communities. It is recommended practice for operational mineral extraction and inert waste recycling sites to have a minimum buffer zone of 100 metres, where appropriate, from the nearest sensitive human receptors, such as homes and schools, though this distance will be reviewed on a case-by-case basis.
- 7.74 Developments handling bio-wastes, such as landfill and composting sites may need a buffer zone of up to 250 metres from sensitive human receptors unless there are exceptional circumstances such as mitigation measures which can reduce the size of the buffer.
- 7.75 Minerals and waste development can affect a community's access to public rights of way, open spaces or outdoor recreation uses whilst the development is in progress. Development could also affect routes favoured by cyclists, equestrians and walkers near minerals and waste sites. It is standard practice for such routes to be diverted if they are impacted by a development. In such instances, it is expected that rights of way will be replaced, diverted or equivalent routes be provided. Minerals and waste development should not negatively affect these features to an unacceptable degree.
- 7.76 Planning permission will be granted for minerals and waste developments where the cumulative impact would not result in significant adverse impacts on the environment of an area or on the amenity of a local community, either in relation to the collective effect of different impacts of an individual proposal, or in relation to the effects of a number of developments occurring either concurrently or successively.
- 7.77 The potential cumulative impacts of minerals and waste development and the way they relate to existing developments must be addressed to an acceptable standard. Where unacceptable impacts are identified, which cannot be addressed through appropriate mitigation measures, planning permission will be refused. Where policy refers to a judgement on 'acceptability', this is defined as being judged acceptable by the relevant authority.

Monitoring

7.78 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Impact on local communities.	Number of planning permissions granted against Environment Agency advice > 0	n/a
	Number of planning permissions granted against Environmental Health Officer advice > 0	n/a

Water Environment and Flood Risk

- 7.79 Central and Eastern Berkshire is heavily influenced by its water sources and there are many streams, rivers, lakes and reservoirs throughout the Plan area.
- 7.80 Minerals and waste development can have significant impacts on flooding, water quantity and water quality. National planning policy on flooding aims to 'steer inappropriate new development to areas with the lowest probability of flooding and sets out a sequential approach for determining appropriate locations'⁷². This approach is based on the indicative Flood Maps prepared by the Environment Agency (EA).
- 7.81 A Strategic Flood Risk Assessment (SFRA) has been prepared to support this Plan⁷³. The assessment looks at the potential flood-risk associated with the minerals and waste site allocations included in the Plan. The assessment considers flooding from rivers, rainfall, groundwater and sewers.

Policy DM10 Water Environment and Flood Risk

Planning permission will be granted for minerals and waste development where proposals do not:

- a) Result in the deterioration of the physical state, water quality or ecological status of any water resource and waterbody including rivers, streams, lakes and ponds; and
- b) Have an unacceptable impact on groundwater Source Protection Zones.

Minerals and waste development in areas at risk of flooding should:

- i. Not result in an increased flood risk elsewhere and, where possible, reduce flood risk overall;
- ii. Incorporate flood protection, flood resilience and resistance measures where appropriate to the character and biodiversity of the area and the specific requirements of the site;
- iii. Include site drainage systems designed to take account of events which exceed the normal design standard;
- iv. Not increase net surface water run-off; and
- v. If appropriate, incorporate Sustainable Drainage Systems to manage surface water drainage, with whole-life management and maintenance arrangements.

⁷² National Planning Policy Framework (Para 100-104) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

⁷³ Strategic Flood Risk Assessment (March 2018) – www.hants.gov.uk/berksconsult

Implementation

- 7.82 To ensure compliance with the Water Framework Directive, minerals and waste developments must not cause any unacceptable adverse impact on local water bodies. However, mineral deposits have to be worked where they are found and these are often located in flood risk areas. Sand and gravel extraction and processing can take place in flood risk areas, provided any potential impact on the site and surrounding area is adequately managed so that the risk of flooding does not increase either within the site or downstream. Applications for minerals and waste proposals within Source Protection Zones should be accompanied by a hydrogeological assessment.
- 7.83 Mineral extraction may provide opportunities for flood water to be alleviated, by providing water storage when the area is restored⁷⁴.
- 7.84 Existing waste developments have the potential to pollute water resources if they are at risk from flooding. Landfill and hazardous waste facilities will not be permitted in Flood Risk Zones 3a and 3b. Historic landfills in areas of flood risk may need to be protected by flood defences.
- 7.85 Proposals in identified areas of flood risk will need to demonstrate that the development of the site will be safe and not result in increased flood risk. Such developments will require the Sequential Test and, where appropriate the Exception Test, to be carried out together with site specific Flood Risk Assessments. Where a flood risk is identified, development should only occur in exceptional circumstances where the Exceptions Test in national guidance is met. A development without a Flood Risk Assessment (FRA), where one is required, will not be supported.
- 7.86 Development of 1 hectare or greater in Flood Zone 1 or all proposals in Flood Zones 2 and 3 require a FRA. The FRA and the advice of the Environment Agency will be taken into account in any decision.

⁷⁴ Restoration Study (March 2018) – www.hants.gov.uk/berksconsult

Monitoring

7.87 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Impact on flood risk.	Number of planning permissions granted against Environment Agency advice > 0	n/a

Sustainable Transport Movements

- 7.88 The sustainable supply of minerals and management of waste resources is dependent on a variety of well maintained transport infrastructure.
- 7.89 One of the roles of this Plan is to encourage the use of sustainable transportation methods including rail, water and conveyors to reduce movements by road. However, as limited opportunities are available within the Plan area to increase the use of sustainable transportation methods, it is acknowledged that most minerals and waste movements will continue to be made by road.
- 7.90 The impact of transporting minerals and waste materials by road can, if not controlled, be significant for sensitive environments and on communities both inside and outside of Central and Eastern Berkshire. A key priority of this Plan is minimising and managing the impact of traffic as traffic can give rise to noise, dust, vibration, congestion and carbon dioxide (CO₂) emissions.
- 7.91 The NPPF supports opportunities for sustainable transport, the provision of safe and suitable access associated with development and the use of alternative methods of transport⁷⁵.

Policy DM11

Sustainable Transport Movements

Minerals and waste development will be expected to demonstrate good connectivity for the movement of materials. A Transport Assessment or Statement of potential impacts on highway safety, congestion and demand management will be required.

Specifically, the assessment should explore how the movement of minerals and/or waste within and outside the site will not be detrimental to road safety and would not have an unacceptable impact on the environment or local community and determine whether highway improvements may be required to mitigate impacts associated with increased vehicle movements.

Where minerals and waste development will require significant road transport, the development will be expected to address alternatives to road-based methods of transportation such as rail, inland waterways, conveyors, pipelines and the use of reverse logistics.

⁷⁵ National Planning Policy Framework (Para. 32) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Implementation

- 7.92 Good connectivity will be established through the Transport Assessment or Statement. Good connectivity will be determined where there is safe site access and suitable access to the Strategic Road Network, rail or waterways. Routing agreements may be required to ensure that access is not permitted on roads which result in unacceptable impacts on communities or the environment.
- 7.93 Highway and pedestrian safety and capacity are issues of paramount importance. Highways England is responsible for considering assessments of the transport impacts of minerals or waste development on the Strategic Road Network. The Highways authority, including the Central and Eastern Berkshire Authorities, is responsible for considering assessments of the transport impacts on the local highway network. The potential and perceived impact of transportation on amenity may include vibration, visual intrusion and air quality. It is therefore beneficial for mineral and waste development to be located either close to the Strategic Road Network, or where it has potential for the sustainable movement of materials and/or where it can minimise operational road miles.
- 7.94 Where the source of waste for a facility may arise from a range of geographic locations, the impact of developing a network of smaller facilities, rather than one larger central facility, should be assessed with respect to the likely transport impacts of both options on congestion, emissions, communities and sites of historic or ecological importance. It is also important that potential cross-boundary impacts and cumulative impacts of minerals and waste development with other local developments are considered.
- 7.95 Alternative methods of transport may provide opportunities to reduce and manage impacts of traffic and reduce potential carbon emissions associated with HGV movements. This may help to offset potential impacts on the climate. Alternative methods may include the use of field conveyors, internal site haul roads, pipelines and the use of rail and inland waterways to transport minerals and waste.
- 7.96 The use of one of the above methods, in particular the use of field conveyors and/or site haul roads at mineral sites, could be implemented in combination with road transport, in order to help reduce the impacts from road transport. However, such mechanical transport mechanisms will also need to be assessed in terms of the impact on health and public amenity in terms of noise, vibration, particulates and air quality.

7.97 The Central & Eastern Berkshire Authorities recognise that these methods may only be appropriate in certain circumstances and will not always be available or suitable as a direct substitution for road transport.

7.98 Reverse logistics involves reducing vehicle movements by bulking when transferring minerals and waste so that, for example, a HGV always enters and exits a site with a full load. The use of alternative methods of transportation and reverse logistics will be supported, as appropriate.

7.99 All minerals and waste development should give the greatest consideration to potential highway and transportation impacts that may be associated with their development. Planning conditions and legal agreements can be used to control and/or manage highway impacts. This may include conditions on hours of working and restrictions on the number of lorry movements or legal agreements for highway improvement works.

Monitoring

7.100 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Transport impacts.	Number of planning permissions against Highways England advice > 0	n/a

High Quality Design of Minerals and Waste Development

- 7.101 The sustainable design and operation of minerals and waste development in Central and Eastern Berkshire is critical in ensuring potential impacts are reduced or avoided. It is also important that the impact of such developments on the qualities of place are taken into account, both to enhance the built environment but also to overcome resistance to the siting of such facilities close to the communities from which waste arises. National planning policy⁷⁶ attaches great importance to the design of the built environment and it is considered to be a key element in achieving sustainable development.
- 7.102 It is important that all minerals and waste developments are designed to minimise the impact upon the environment and the local communities in Central and Eastern Berkshire. It is equally important to encourage all new developments to include high quality design as a standard. There is a need to reduce the amount of greenhouse gas emissions and other forms of emissions, minimise energy and water consumption, reduce waste production and reuse or recycle materials.
- 7.103 Sustainable design initiatives can be achieved by a variety of means such as the incorporation of renewable energy, energy management systems, grey water recycling systems, sustainable drainage systems, energy efficient appliances and the use of recycled and recyclable building materials.

Policy DM12 High Quality Design of Minerals and Waste Development

Proposals for minerals and waste development will be required to demonstrate that they will, wherever possible, make a positive contribution to the visual environment and character of the area.

The design of appropriate built facilities for minerals and waste development should:

1. Maximise the re-use or recycling of materials in its construction;
2. Minimise impact on resources;
3. Protect and enhance the character and quality of the site's setting and the contribution to place making in the area; and
4. Protect and, wherever possible, enhance soils and not result in the net loss of best and most versatile agricultural land.

⁷⁶ National Planning Policy Framework (Para. 56) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

- 7.104 The principles of high quality design apply to all developments and it is expected that these should be addressed especially in new development areas where demonstration and employment of best practice would be particularly appropriate. Building activity is a significant contributor to waste production and improved waste management in this sector should be encouraged through the selection of materials and techniques used in construction.
- 7.105 It may be appropriate for large-scale facilities in prominent locations to create a positive architectural statement. All minerals and waste development should also be in accordance with the latest guidance on modern design standards.
- 7.106 Landscape Character Assessments and other relevant landscape planning guidance should be used to assess the capacity of landscapes to accept development, to inform the appropriate scale and character of the development, and guide restoration.
- 7.107 Design and access statements will be required, where appropriate, for minerals and waste developments.

Monitoring

- 7.108 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Improving design quality.	Number of planning permissions not in accordance with Policy DM12.	n/a

Ancillary development

- 7.109 The operation of a mineral or waste site may require the erection of various ancillary structures or buildings to maximise opportunities at a site, to allow for investment or to ensure a sustainable operation. For example, sand and gravel dug from the ground generally requires washing, grading and sorting before it can be put to use. Waste may also require sorting and grading before it can be recycled or disposed. Mineral and waste sites may also need such ancillary structure as site offices, weighbridges or vehicle maintenance buildings.
- 7.110 Certain buildings and structures can be erected at minerals and waste sites without separate planning permission, because general permission is granted for them under the General Permitted Development Order.
- 7.111 Where ancillary development is required which does not fall within the General Permitted Development Order, planning permission will be required.

Policy DM13 Ancillary development

Proposals for buildings and/or structures ancillary to minerals processing or manufacturing, or of structures ancillary to the existing minerals or waste operation, will be supported where they are appropriate and located within the development footprint of the existing site.

Proposals will need to demonstrate how the ancillary development will benefit the site and ensure a sustainable operation.

Development permitted in accordance with this policy will be subject to a requirement that it is used only as ancillary to the primary permission for a site.

Implementation

- 7.80 Ancillary development must relate to the existing permitted minerals and/or waste operation and must not conflict with any of the other policies contained within this Plan.
- 7.81 Proposals that do not relate to the materials being produced, imported or exported at an existing site will not be supported as being ancillary development.

7.82 The development footprint is considered to be the outline of the permitted operation related to the proposed ancillary development. It is not the extent of the landownership.

Monitoring

7.83 Suggested Monitoring Indicators:

Monitoring Issue	Monitoring Indicator	(Threshold) for Policy Review
Maximising existing infrastructure.	Number of permission not in accordance with Policy DM13.	n/a

CONFIDENTIAL

Glossary & Acronyms

Adaptation: In relation to Policy DM2 (Climate change - mitigation and adaptation) adaptation relates to ensuring that minerals and waste developments minimise their effect on climate change through reducing greenhouse gas emission, sustainable use of resources, developing energy recovery facilities, utilising low carbon technologies or avoiding areas vulnerable to the effects of climate change.

Aftercare: Action necessary to bring restored land up to the required standard for an agreed after-use such as agriculture, forestry or amenity.

Aggregate recycling site: Facilities where hard, inert materials are crushed and screened (filtered) to produce recycled/secondary aggregate of various grades. Aggregates may be produced from construction, demolition and excavation (CD&E) waste, or incinerator bottom ash (IBA) from energy recovery facilities.

Amenity: Something considered necessary to live comfortably.

Anaerobic Digestion (AD): A biological process making it possible to degrade organic matter by producing biogas, which is a renewable energy source and sludge, used as fertiliser.

Ancient Woodland: A statutory designation for woodland that is believed to have existed from at least medieval times.

Appraisal: An assessment of a proposal for the purposes of determining its value, viability and deliverability taking into account the positive and negative impacts the development would have.

Area of Outstanding Natural Beauty (AONB): Areas of countryside considered to have significant landscape value, and protected to preserve that value. Originally identified and designated by the Countryside Commission under Sections 87 and 88 of the National Parks and Access to the Countryside Act 1949. Natural England is now responsible for designating AONBs and advising Government and other organisations on their management and upkeep.

Beneficial after-use: In relation to Policy DM8 (Restoration of minerals and waste developments), beneficial afteruses are when following minerals or waste development, the land is returned land back to a beneficial condition following the end of development through restoration.

Biodiversity Opportunity Area (BOA): Specific geographical areas with the best opportunity to restore and create habitats of regional importance. They are defined

entirely on the basis of identifying those areas where conservation action is likely to have the most benefit for biodiversity interest and opportunities for enhancement. The purpose of BOAs is to guide support for land management as they represent those areas where assistance for land management and habitat restoration would have particular benefit.

Bird strike: Risk of aircraft collision with birds, which are often attracted to landfill sites containing organic waste or waterbodies.

Borrow pit: Where minerals are required for a particular major construction project, temporary borrow pits can sometimes be developed to obtain very local sources of sand, gravel, chalk or clay. Production from borrow pits is normally limited to use for a specific project, and usually has direct access from the pit to the construction site.

British Geological Survey (BGS): The BGS is part of the Natural Environment Research Council (NERC) and is a supplier of capability in geoscience through survey, monitoring and research.

Brownfield: Land which has been previously developed.

Capacity: Is the amount of waste a site can receive, or in relation to minerals it is the amount of material that can be extracted from a site per annum.

Chalk: A soft white rock primarily formed from the mineral calcite. One of the uses of this mineral is in agriculture.

Civic amenity site: A facility provided by the Local Authority which is accessible to the general public to deposit waste which cannot be collected with the normal household waste, such as bulky items, garden waste and engine oil.

Clay: A fine-grained, firm earthy material that is plastic when wet and hardens when heated, consisting primarily of hydrated silicates of aluminium and widely used in making bricks, tiles, and pottery.

Climate change: The significant and lasting change in the distribution of weather patterns over periods ranging from decades to millions of years and the implications on the environment and community.

Co-location: The placement of several activities in a single location.

Combined Heat & Power (CHP): Heating technology which generates heat and electricity simultaneously, from the same energy source.

Commercial & Industrial Waste (C&I): Waste generated by business and industry.

Composting: Aerobic decomposition of organic matter to produce compost for use as a fertiliser or soil conditioner.

Concrete batching plant: Devices used to mix various materials, such as sand and gravel, to form concrete.

Construction, Demolition & Excavation Waste (CD&E): Waste generated by the construction, repair, maintenance and demolition of buildings and structures. It mostly comprises brick, concrete, hardcore, subsoil and topsoil but can also include timber, metals and plastics.

Conventional hydrocarbons (oil and gas): Oil and gas where the reservoir is sandstone or limestone.

Corridor of disturbance: An area located on land surrounding a specific construction project where aggregate is extracted as part of the development. The corridor of disturbance relates to 'borrow pits' and indicates the area which aggregate can be extracted for specific projects.

Countryside: Areas that are not urbanised.

Cumulative impact: Impacts that accumulate over time, from one or more sources.

Department of communities and local government (DCLG): The UK Government department for communities and local government in England (now referred to as the Ministry for Housing, Communities and Local Government).

Design and Access Statement: A supporting document submitted with a planning application, in which developers state how their proposal is appropriate for the site and accessible to people who may use it.

Development considerations: These are identified in Appendix A (Proposed Sites) of the Plan and are identified for each of the site allocations in the Plan.

Development considerations are issues which need to be met /addressed alongside the other policies in the Plan in the event that a planning application is submitted for development.

Development Management (DM): Development Management is the end-to-end management of the delivery chain for sustainable development. DM includes a wide number of planning activities such as designing, analysing, influencing, promoting,

engaging, negotiating, decision-making, co-ordinating, implementation, compliance and enforcement.

Development Plan Document (DPD): Spatial planning documents which are subject to independent examination.

Disposal: Any operation which is not recovery even where the operation has as a secondary consequence such as the reclamation of substances or energy.

Dry Mixed Recyclables (DMR): Dry recyclables is the modern description of waste that is free from contaminants such as construction, food or garden waste. Leaving clean materials such as paper, cardboard, plastic bottles, drinks cans and glass bottles to be sorted and recycled.

Emissions: In the context of the minerals and waste, emissions are gases released into the atmosphere as a result of human activity. A prominent greenhouse gas is carbon dioxide which arises from the combustion of fossil fuel and consequently contributes to climate change.

End of life vehicle (ELV): Vehicles which are no longer in use and are classified as waste.

Energy Recovery Facility (ERF): A facility at which waste material is burned to generate heat and/or electricity.

Environment Agency (EA): A public organisation with the responsibility for protecting and improving the environment in England and Wales. Its functions include the regulation of industrial processes, the maintenance of flood defences and water resources, water quality and the improvement of wildlife habitats.

Environmental Impact Assessment (EIA): Systematic investigation and assessment of the likely effects of a proposed development, to be taken into account in the decision-making process under the Town and Country Planning (Environment Impact Assessment) (England and Wales) Regulations 1999. The process is undertaken for a proposed development that would significantly affect the environment because of its siting, design, size or scale.

Environmental Permit: Anyone who proposes to deposit, recover or dispose of waste is required to have a permit. The permitting system is administered by the Environment Agency and is separate from, but complementary to, the land-use planning system. The purpose of a permit and the conditions attached to it are to ensure that the waste operation which it authorises is carried out in a way that protects the environment and human health.

Exception test: If developments are proposed in flood risk zones, the Environment Agency's sequential test will be carried out to determine if there are any other appropriate areas of lower flood risk.

Extension (minerals site): This involves either the lateral expansion, or deepening of the quarry to extract additional resources.

Extension (waste site): To provide additional waste capacity in relation to increased throughput and/or footprint of the site. Landfills may be expanded to cover a larger area or may be surcharged – that is, extended vertically upwards.

Flood protection: Protection of land and/or infrastructure from the impacts of flooding through mitigation measures such as coastal and flood water defences.

Flood resilience: The management of land and the development of flood defences to ensure that the risk of flooding is managed in a sustainable way.

Flood risk: Areas which have a flood risk have the potential to flood under certain weather conditions. Flood risk zones are determined by the Environment Agency. Areas at risk of flooding are categorised as follows:

- Flood Risk Zone 1: Low Probability;
- Flood Risk Zone 2: Medium Probability;
- Flood Risk Zone 3a: High Probability; and
- Flood Risk Zone 3b: Functional Floodplain.

Flood Risk Assessment (FRA): An assessment of the risk of flooding from all flooding mechanisms, the identification of flood mitigation measures and should provide advice on actions to be taken before and during a flood.

Flood Risk Zones (FRZ): Defined geographical areas with different levels of flood risk. Flood risk zones are defined by the Environment Agency.

Gas: Is a hydrocarbon (see 'Hydrocarbons'). Gas is a non renewable resource.

Gasification: A waste-treatment process in which waste is heated to produce a gas that is burned to generate heat energy.

Green Belt: An area designated in planning documents, providing an area of permanent separation between urban areas. The main aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important quality of Green Belts is their openness.

Green infrastructure (green spaces): A network of high quality green and blue spaces and other environmental features. It includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors allotments and private gardens. It can provide many social, economic and environmental benefits close to where people live and work including:

- space and habitat for wildlife with access to nature for people;
- places for outdoor relaxation and play;
- climate change adaptation (for example flood alleviation and cooling urban heat islands);
- environmental education;
- local food production (in allotments, gardens and through agriculture); and
- improved health and well-being (lowering stress levels and providing opportunities for exercise).

Green waste: Compostable garden waste.

Groundwater Source Protection Zones (GPZ): Geographical areas, defined by the Environment Agency, used to protect sources of groundwater abstraction.

Habitats Regulation Assessment (HRA): Statutory requirement for Planning Authorities to assess the potential effects of land-use plans on designated European Sites in Great Britain. The Habitats Regulations Assessment is intended to assess the potential effects of a development plan on one or more European Sites (collectively termed 'Natura 2000' sites). The Natura 2000 sites comprise Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). SPAs are classified under the European Council Directive on the conservation of wild birds (79/409/EEC; Birds Directive) for the protection of wild birds and their habitats (including particularly rare and vulnerable species listed in Annex 1 of the Birds Directive, and migratory species).

Hazardous waste: Waste that contains hazardous properties that may render it harmful to human health or the environment. Hazardous wastes are listed in the European Waste Catalogue (EWC).

Health and Safety Executive (HSE): The national independent watchdog for work-related health, safety and illness.

Heavy goods vehicles (HGV): A vehicle that is over 3,500kg unladen weight and used for carrying goods.

Hectare (Ha)

Highways Authority: The organisation responsible for the administration of public roads.

Household waste: Waste arising from domestic property which has been produced solely from the purposes of living, plus waste collected as litter from roads and other public places.

Hydrocarbons: Hydrocarbon comprising petroleum (oil and gas natural liquids) and gas are fossil fuels that occur concentrated in nature as economic accumulations trapped in structures and reservoir rocks beneath the earth surface. They are principally valued as a source of energy.

Incinerator Bottom Ash (IBA): The coarse residue left on the grate of waste incinerators.

Inert waste: Waste that does not undergo any significant physical, chemical or biological changes.

Landbank: A measure of the stock of planning permissions in an area, showing the amount of un-exploited mineral, with planning permissions, and how long those supplies will last at the locally apportioned rate of supply.

Landscape character: A combination of factors such as topography, vegetation pattern, land use and cultural associations that combine to create a distinct, recognisable character.

Land-won aggregates / minerals: Mineral/aggregate excavated from the land.

Landfill: The deposit of waste into voids in the ground.

Leachate: Water which seeps through a landfill site, extracting substances from the deposited waste to form a pollutant.

Listed Buildings and Sites: Buildings and sites protected under the Planning (Listed Buildings and Conservation Areas) Act 1990.

Local Aggregate Assessment (LAA): The National Planning Policy Framework (March 2012) brought in a requirement for all Mineral Planning Authorities to prepare an annual LAA. LAAs are to be based on a rolling average of 10 years sales data and other relevant local information, and an assessment of all supply options. The LAA establishes the provision to be made for aggregate supply in Mineral Local Plans.

Local Development Document: These include Development Plan Documents (DPDs) (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan).

Local Enterprise Partnership (LEP): In England, local enterprise partnerships (LEPs) are voluntary partnerships between local authorities and businesses set up in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within the local area.. Central and Eastern Berkshire is located within the Thames Valley Berkshire Local Enterprise Partnership (LEP) area.

Local Wildlife Site (LWS): LWSs are wildlife-rich sites selected for their local nature conservation value. They vary in shape and size and can contain important, distinctive and threatened habitats and species.

Low carbon technologies: These are a range of technologies developed to specifically reduce the amount of carbon dioxide (CO₂) released into the atmosphere.

Managed Aggregate Supply System (MASS): A system to ensure a steady and adequate supply of aggregate mineral, to handle the significant geographical imbalances in the occurrence of suitable natural aggregate resources, and the areas where they are most needed. It requires mineral planning authorities which have adequate resources of aggregates to make an appropriate contribution to national as well as local supply, while making due allowance for the need to control any environmental damage to an acceptable level. It also ensures that areas with smaller amounts of aggregate make some contribution towards meeting local and national need where that can be done sustainably.

Material considerations: A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision. Material considerations can include (but are not limited to); overlooking/loss of privacy, loss of light or overshadowing, parking, highway safety, etc. Issues such as loss of view, or negative effect on the value of properties are not material considerations.

Materials recovery facility (MRF): A facility where elements of the waste stream are mechanically or manually separated before recycling and/or are bulked, crushed, baled and stored for reprocessing, either on the same site or at a material reprocessing plant.

Methane: The main constituent of natural gas (a fossil fuel). It is found in naturally occurring gas field deposits within the ground, but can also be harvested as a by-product of anaerobic decomposition of organic materials by bacteria. Methane is used as fuel to generate heat and power, and when released into the atmosphere acts as a powerful greenhouse gas, and is much more potent than carbon dioxide.

Ministry for Housing, Communities and Local Government (MHCLG): The Ministry of Housing, Communities and Local Government's (formerly the Department for Communities and Local Government) job is to create great places to live and work, and to give more power to local people to shape what happens in their area.

Million tonnes (mt)

Million tonnes per annum (mtpa)

Mineral: Limited and finite natural resources which can only be extracted where they are found geologically.

Minerals and Waste Consultation Area (MWCA): An area identified to ensure consultation between the planning authorities before certain non-mineral or waste planning applications made within the area are determined.

Minerals and Waste Safeguarding Area (MWSA): An Minerals Safeguarding Area (see MSA) which also includes minerals and waste safeguarded sites.

Mineral resources: Mineral aggregates and hydrocarbons, which naturally occur in geological deposits in the earth.

Mineral Planning Authority: The local planning authorities responsible for minerals planning. In the Plan area, The Royal Borough of Windsor and Maidenhead, Bracknell Forest Council, Reading, and Wokingham Borough Council are minerals planning authorities.

Mineral Safeguarding Area (MSA): The MSA is defined by minerals planning authorities. They include viable resources of aggregates and are defined so that proven resources of aggregates are not sterilised by non-mineral development. The MSA does not provide a presumption for these resources to be worked.

Migration: This is the process by which negative or harmful effects caused by a development are prevented or lessened by incorporating countermeasures into the design or operation.

Mitigation measures: Measures that reduce or minimise impacts.

Monitoring: Minerals and waste developments are monitored to ensure that they comply with the policies of the Plan and planning conditions attached to their permissions. The Plan will also be subject to monitoring.

Monitoring Indicator: This is the aspect of the development that will be monitored in order to detect any deviation from what is either expected of the development or acceptable.

Monitoring Trigger: The threshold that, once passed, signifies there is an issue with the relevant policy in its current form and may require review.

Municipal Solid Waste (MSW): Solid waste collected by waste collection authorities, predominantly household waste.

National Planning Policy Framework (NPPF): Published in March 2012, the NPPF sets out the Government's planning policies for England and how these are expected to be applied. A review of the NPPF is being considered in 2018.

Natural England: Public body tasked with the conservation and improvement of the natural environment. Natural England designates Areas of Outstanding Natural Beauty and National Parks, manages National Nature Reserves and notifies Sites of Special Scientific Interest.

Non-hazardous waste landfill: One of the three classifications of landfills made by the Landfill Directive, taking non-hazardous waste.

Non-hazardous waste: Waste permitted for disposal at a non-hazardous landfill. It is not inert or hazardous and includes the majority of household and commercial wastes.

Oil: Is a hydrocarbon (see 'Hydrocarbons'). Oil is a non renewable resource.

Oil and gas: Is a hydrocarbon (see 'Hydrocarbons'). Oil and gas are non renewable resources.

Open windrow composting: Involves the raw material (usually green and/or garden waste and cardboard) being arranged outdoors in long narrow piles on a hard and preferably impermeable surface. The windrows are mixed and turned regularly for aeration, by hand or mechanically.

Other locally recognised assets: In relation to Policy DM7 (Conserving the Historic Environment) other locally recognised assets are non designated assets which, although do not have any statutory protection, are recognised locally as making a significant and positive contribution to local historic knowledge, character and features.

Petroleum Exploration and Development Licence (PEDL): A PEDL allows a company to pursue a range of oil and gas exploration activities, subject to necessary drilling/development consents and planning permission.

Planning application: Operators proposing a new minerals or waste development need to apply for permission from the relevant planning authority in order to be allowed carry out their operations.

Planning permission: Once planning applications have been reviewed by the relevant planning authority, permission may be granted (i.e. consent for the proposed development is given). Permissions may have certain conditions or legal agreements attached which allow development as long as the operator adheres to these.

Policies Map: A map on an Ordnance Survey base showing spatial application of appropriate policies from the Development Plan.

Preparing for re-use: Checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing.

Pre-application discussions: Engagement / discussions between applicants (and their agents) with the relevant minerals and waste planning authority prior to any application being submitted.

Production: Obtaining useful end products from minerals or waste material which may include the extraction of sand and gravel, producing recycled and secondary aggregate, extraction of oil and gas and the generation of energy from waste.

Prior Extraction: The removal of a mineral before a development begins construction on the same site.

Quarry: These are open voids in the ground from which minerals resources are extracted.

Rail depot: A railway facility where trains regularly stop to load or unload passengers or freight (goods). It generally consists of a platform and building next to the tracks providing related services.

Ramsar Sites (Wetlands of International Importance): Sites of international importance for waterfowl protected under the Ramsar Convention of the Conservation of Wetlands of International Importance, ratified by the UK Government in 1976.

Re-use: Any operation by which products or components that are not waste are used again for either the same purpose for which they were conceived or other uses.

Recovery: Any operation, the principal result of which, is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy.

Recycled aggregates: Products manufactured from recyclables or the by-products of recovery and treatment processes, e.g. recycled concrete aggregates from CD&E waste.

Recycling: The series of activities by which discarded materials are collected, sorted, processed and converted into raw materials and used in the production of new products. Any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations.

Regeneration: Investment in capital in the re-use of urban area by improving what is there or clearing it away and restoring.

Registered battlefields: Registered battlefields are identified by Historic England as important English battlefield. They are identified because:

- They were the location of turning points in English history;
- Tactics and skills of war still relevant to the defence of the country evolved on historic battlefields
- Battlefields are the final resting place for thousands of unknown soldiers, nobles and commoners alike, whose lives were sacrificed in the making of the history of England

- Where they survive, battlefields may contain important topographical and archaeological evidence which can increase our understanding of the momentous events of history which took place on their soil.

Registered parks and gardens: Registered parks and gardens are identified by Historic England. They are listed and classified in a similar system to that used for listed buildings. There are over 1,600 sites listed in England, ranging from the grounds large stately homes to small domestic gardens, as well other designed landscapes such as town squares, public parks and cemeteries.

Renewable energy: Energy which comes from natural resources such as sunlight, wind, rain, tides and geothermal heat, which are naturally replenished.

Residues: Material remaining after a process has been undertaken eg waste processing can involve incineration which leaves residues of bottom ash and fly ash. See 'Incinerator Bottom Ash'.

Restoration: The process of returning a site to its former use, or restoring it to a condition that will support an agreed after-use, such as agriculture or forestry.

Reverse logistics: Involves reducing vehicle movements by load bulking when transferring minerals and waste, for example, ensuring a HGV always enters and exits a site with a full load.

Rights of Way (RoW): Paths which the public have a legally protected right to use.

Safeguarding: The method of protecting needed facilities or mineral resources and of preventing inappropriate development from affecting it. Usually, where sites are threatened, the course of action would be to object to the proposal or negotiate an acceptable resolution.

Safeguarded site: Safeguarding protects minerals and waste sites from development pressures and inappropriate encroachment from nearby developments, preventing the unnecessary sterilisation of their associated resources and infrastructure.

Scheduled Ancient Monument: Nationally important archaeological sites included in the Schedule of Ancient Monuments maintained by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979.

Secondary aggregate: Materials that do not meet primary aggregate (e.g. sand/gravel and crushed rock) specifications but which can be used instead of them.

Secondary aggregates are by-products of other processes, including the production of primary aggregates.

South East England Aggregate Working Party (SEEAWP): The aggregate working parties provide technical advice about the supply and demand for aggregates (including sand, gravel and crushed rock) to the mineral planning authorities for the area and to inform the Secretary of State for Communities and Local Government. The SEEAWP is formed of the mineral planning authorities in the south east and relevant industry representatives.

Sensitive Human Receptors: Locations where people live, sleep, work or visit that may be sensitive to the impact of minerals and waste activity on health, well-being and quality of life. Examples include houses, hospitals and schools.

Sewage sludge: Once the liquid component of sewage has been treated, a residual semi-solid 'sludge' is left which requires further treatment. The sludge can be digested by anaerobic bacteria to produce fertiliser which can then be used in agriculture.

Sequential test: This is a test employed by the Environment Agency (EA) to ensure new development takes place in the areas with the lowest risk of flooding. This approach means that development will not be allowed or allocated in any areas where there is another area at a lower flood risk (and is appropriate for that development). As statutory consultees, the EA will inform any decisions on planning applications in relation to flooding.

Sharp sand and gravel: A coarse sand and gravel suitable for use in making concrete.

Site allocations: Specific sites identified for minerals and waste activities in the Plan where there are viable opportunities, have the support of landowners and are likely to be acceptable in planning terms.

Site of Special Scientific Interest (SSSI): A national designation for an area of special interest because of its flora, fauna, or geological or physiographical features, selected by Natural England and notified under Section 28 of the Wildlife and Countryside Act 1981.

Sites of Archaeological Importance: An archaeological site the loss, destruction or damage of which would be regarded as a substantive intellectual loss to the community.

Sludge: Sludge originates from the process of treatment of waste water.

Soft sand: Fine sand suitable for use in such products as mortar, asphalt and plaster.

Source Protection Zone (SPZ): Geographical areas defined by the Environment Agency and used to protect sources of groundwater abstraction.

South East Waste Planning Advisory Group (SEWPAG): SEWPAG is the grouping of waste planning officers and advisors which exists to help waste planning authorities in the area to effectively fulfil the Duty to Cooperate on strategic issues enshrined in the Localism Act, and specifically to give effect to the Government's stated intention to replace the responsibilities of the former Regional Technical Advisory Bodies.

Spatial Strategy: Outlines the approach that will be taken through the Central and Eastern Berkshire – Joint Minerals and Waste Plan to critical minerals and waste issues. It sets the context for the Plan's policies.

Special Area of Conservation (SAC): Areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

Special Protection Area (SPA): An area of importance for the habitats of certain rare or vulnerable categories of birds or for regularly occurring migratory bird species, required to be designated for protection by member states under the European Community Directive on the Conservation of Wild Birds.

Specific local requirement: In relation to Policy M4 (Locations for sand and gravel extraction) a specific local requirement relates to a minerals development which will be dedicated to serving a specific need, as opposed to contributing to strategic capacity. This may include for use in local projects which will involve mineral extraction and then its direct use in the construction phase of the project.

Statement of Community Involvement (SCI): A document which sets out the standards the Planning Authority intends to achieve when involving the community in preparing Local Development Documents, or when making a significant development control decision. It also sets out how the Authority intends to achieve these standards.

Statutory consultee: These are organisations and public bodies who are required to be consulted concerning specific issues relating to planning applications and help inform any decision made by the planning authority.

Sterilisation: When a change of use, or the development, of land prevents possible mineral exploitation in the foreseeable future.

Strategic Environmental Assessment (SEA): A system of incorporating environmental considerations into policies, plans, programmes and part of European Union Policy. It is intended to highlight environmental issues during decision-making about strategic documents such as plans, programmes and strategies. The SEA identifies the significant environmental effects that are likely to result from implementing the plan or alternative approaches to the plan.

Strategic Flood Risk Assessment (SFRA): An assessment of the potential flood risk such as from groundwater and fluvial floods.

Subsidence: Subsidence is the motion of a surface as it shifts downward (in relation to Policy DM9 Protecting Public Health, Safety and Amenity). This may cause uneven settlement leading to subsidence at the surface.

Sustainability Appraisal (SA): In United Kingdom planning law, an appraisal of the economic, environmental, and social effects of a plan from the outset of the preparation process, to allow decisions that are compatible with sustainable development.

Sustainable development: Sustainable development refers to a mode of human development in which resource use aims to meet human needs while ensuring the sustainability of natural systems and the environment, so that these needs can be met not only in the present, but also for generations to come.

Sustainable Drainage Systems (SuDS): These are urban design concepts which are adopted to deal with increased surface water in urban areas by mimicking the normal water cycle in natural landscapes. This is opposed to more traditional methods which just involved re-routing surface water to watercourses. Techniques utilised in SuDS include facilitating increased water infiltration into the earth as well as increased evaporation of surface water and transpiration from vegetation (collectively called evapotranspiration) to decrease the amount of surface water run-off.

Thermal treatment: Incineration and other high-temperature waste-treatment systems.

Tonnes per annum (tpa)

Townscape: The appearance of a town or city; an urban scene.

Treatment: This is a broad term which refers to recovery or disposal operations, including preparation prior to recovery or disposal. This includes the physical, thermal, chemical or biological processes, including sorting (e.g. waste transfer), that change the characteristics of the waste in order to reduce its volumes or hazardous nature, facilitate its handling or enhance recovery.

Urban areas: An area characterised by higher population density and vast human features in comparison to areas surrounding it. Urban areas may be cities, towns or conurbations.

Use Classes: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as Use Classes. This includes B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution).

Visual impact: Generally the perceived negative effect that the appearance of minerals and waste developments can have on nearby communities.

Void capacity: Available capacity for waste at a landfill/ land raising site.

Waste arisings: Waste generated within a specified area.

Waste Hierarchy: The aim of the waste hierarchy is to extract the maximum practical benefits from products and to generate the minimum amount of waste. The revised Waste Framework Directive introduces a changed hierarchy of options for managing waste. It gives top priority to preventing waste. When waste is created, it gives priority to preparing it for re-use, followed by recycling, then other recovery such as energy recovery, and finally disposal (for example landfill).

Waste Planning Authority (WPA): The local planning authorities responsible for waste planning. In the Plan area, The Royal Borough of Windsor and Maidenhead, Bracknell Forest Council, Reading Borough Council, and Wokingham Borough Council are waste planning authorities.

Waste Transfer Station (WTS): A location where waste can be temporarily stored, separated and bulked after being dropped off by domestic waste-collection lorries

and before being carried off by larger vehicles for subsequent treatment or ultimate disposal.

Waste Water Treatment Works (WWTW): A facility where sewage volumes are reduced by de-watering and aerobic and anaerobic biological treatment.

Wharf: A landing place or pier where ships or barges may tie up and load or unload.

Zero waste: A term adopted to describe a culture in which all waste is seen as a resource having a value.

CONFIDENTIAL

Appendix A – Proposed Sites

1. The following appendix provides information on the minerals and waste sites (listed alphabetically) that are proposed as allocations within the Plan:

Site Name	Location	Local Plan Authority	Proposal
Berkyn Manor Farm	Horton	RBWM	Waste Management
Bridge Farm	Arborfield	Wokingham	Sand and Gravel Extraction
Datchet Quarry / Riding Court Farm	Datchet	RBWM	Waste Management
Ham Island	Old Windsor	RBWM	Sand and Gravel Extraction
Horton Brook Quarry	Horton	RBWM	Waste Management
Monkey Island Wharf	Bray	RBWM	Aggregate Wharf
Planners Farm	Brock Hill	Bracknell Forest	Waste Management
Poyle Quarry	Horton	RBWM	Sand and Gravel Extraction
Poyle Quarry Extension	Horton	RBWM	Sand and Gravel Extraction
Star Works	Knowl Hill	Wokingham	Waste Management
The Compound	Pinkneys Green	RBWM	Waste Management
Water Oakley	Holyport	RBWM	Sand and Gravel Extraction

2. The delineation of the site is shown by the red boundary. In the case of mineral extraction sites, it does not mean that working would extend to the site boundary as the allocation needs to include provision for buffer zones and mitigation measures. These will be determined through detailed site investigation, taking into account the development considerations for each site. Such measures will be covered by the planning permission, including the relevant conditions and / or legal agreements. It may also include provision for ancillary development such as plant, offices, access and weighbridge.

3. In the case of proposed waste sites, types of waste activity that are considered suitable are provided. More detail on these activities is provided in Appendix B.
4. Development considerations are identified in the text accompanying each map in this appendix. They should be addressed alongside the other policies of the Plan. Development should be designed with appropriate mitigation measures, where applicable, to avoid or mitigate its impacts on the environment and local communities. Development considerations apply to minerals and waste developments in Central and Eastern Berkshire, but may also include impacts that extend beyond the Plan boundary.
5. Development cannot be permitted if it may negatively affect the integrity of European protected sites. The development requirements for maintaining this integrity are identified with an asterisk (*) in the text and must be addressed.
6. The Plan does not specify how the development considerations may be addressed. This will be assessed at the planning application stage, which should present the most appropriate responses, which are likely to include detailed site appraisals and Environmental Impact Assessment (EIA). These will identify what effects the development will have, and how to tackle them. All assessment information and suggested mitigation measures should be clearly identified and form part of the pre-application discussions and consultation with communities.
7. For any development proposal at the sites identified in the Plan, all elements of the Plan need to be considered as well as the site-specific development considerations outlined in this Appendix.

Berkyn Manor, Horton



Local Planning Authority: The Royal Borough of Windsor & Maidenhead

Existing Use: Working farm estate with some industrial use.

Proposal: Green waste and / or energy recovery.

Waste activity categories:

Category	Activity
1	Open sites or ancillary open areas (possibly biological treatment)
2	Mix of enclosed buildings/plant and open ancillary areas (possibly involving biological treatment)
3	Enclosed industrial premises (small scale)
4	Enclosed industrial premises (large scale)

Area: 2.7 ha

Development Considerations:

Ecology

- Protection of South West London Waterbodies Special Protection Area (SPA)/Ramsar.

- The impacts on the offsite foraging and breeding of the qualifying bird species of nearby SPA/Ramsar.
- Impacts to Wraysbury reservoir Site of Special Scientific Interest (SSSI), Staines Moor SSSI, Wraysbury No.1 Gravel Pit SSSI, Wraysbury and Hythe End Gravel Pit SSSI.
- Impacts to Queen Mother Reservoir Local Wildlife Site (LWS), Arthur Jacob Nature Reserve LWS, Colne Brook LWS Horton and Kingsmead Lakes LWS.
- Consideration of hydrological impacts.
- Retention and buffering of hedgerows within site.
- Consideration of the Colne Valley Gravel Pits and Reservoirs Biodiversity Opportunity Area in restoration or operational landscaping.

Landscape & Townscape

- Existing vegetation should be conserved and protected, and additional buffer planting established to all boundaries.
- Enhanced screening is required.

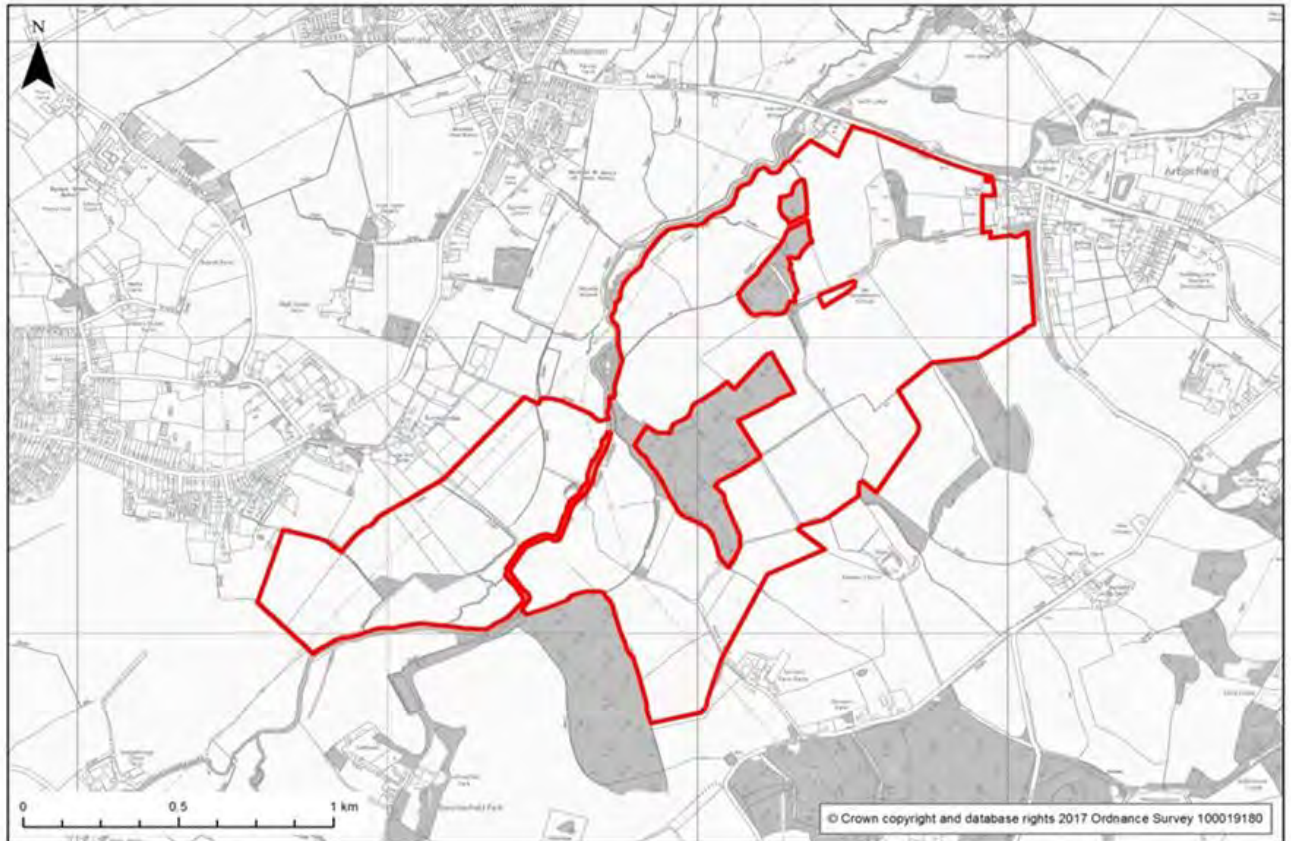
Historic Environment:

- The setting of Grade II Listed Building to the south needs to be considered.

Transport:

- A new access onto Poyle Road is required for mineral use and further investigation is required for a suitable access onto Stanwell Road for waste uses.
- A Transport Assessment or Statement is required.
- A HGV Routeing Agreement will be required.

Bridge Farm, Arborfield



Local Planning Authority: Wokingham Borough Council

Existing Use: Mixed agricultural and commercial shoots for game.

Proposal: Extraction and processing of 3.6 million tonnes of sand and gravel.

Area: 190 ha

Restoration: To agriculture, lowland meadow and wetlands with enhanced public access.

Development Considerations:

Ecology

- Protection of Stanford End Mill and River Loddon Site of Special Scientific Interest.
- Protection and buffer of the River Loddon Local Wildlife Site and floodplain grassland/woodland within the site.
- Protection and buffer of ancient woodland habitats within nearby Local Wildlife Sites.
- Protection of areas of higher botanical interest.

- Restoration will need to include nutrient poor floodplain pasture, woodland belts and enhanced networks to the wider landscape, and objectives of the Loddon Valley South Biodiversity Opportunity Area.
- Consideration of hydrological issues related to the river floodplain.

Landscape & Townscape

- Establish adequate buffers to protect long term health of woodland.
- Advance woodland and hedgerow planting will be required along adjoining roads and footpaths.
- Conserve the quality of the footpath environment, including maintaining vegetation and providing some views out.
- Footpath 20 would require diversion.
- Proposals should restore the existing landscape structure of fields and wooded boundaries.

Historic Environment

- The site has a high archaeological potential.

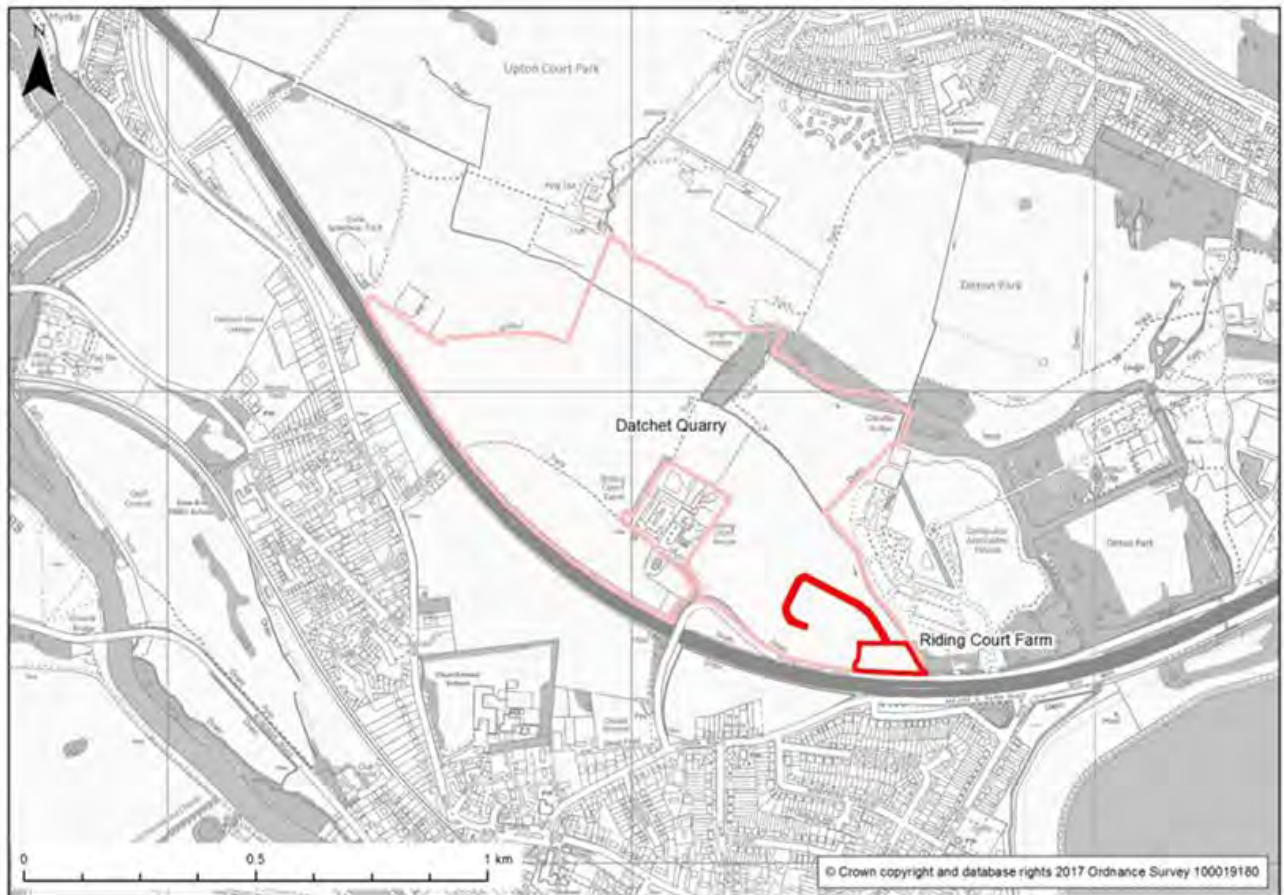
Transport:

- A Transport Assessment or Statement is required.
- A HGV Routeing Agreement will be required.

Water Environment and Flood Risk

- Site partly within Flood Zone 3 and Groundwater Source Protection Zone (2) – a Flood Risk Assessment and Hydrological Assessment will be required.

Datchet Quarry, Datchet



Local Planning Authority: The Royal Borough of Windsor & Maidenhead

Existing Use: Existing sand and gravel quarry.

Proposal: Aggregate recycling for the lifetime of the quarry.

Waste activity categories:

Category	Activity
1	Open sites or ancillary open areas (possibly biological treatment)

Area: 3 ha

Development Considerations:

Ecology

- The Impacts on the offsite foraging and breeding areas of the qualifying bird species of nearby Special Protection Areas/Ramsars*.
- Impacts to Queen Mother Reservoir Local Wildlife Sites.
- Protection, enhancement and buffer of stream corridor and woodland to the east of the site.

Landscape & Townscape

- Establish effective screen planting of native species trees and hedgerows, in particular adjacent the registered historic Ditton Park.

Transport:

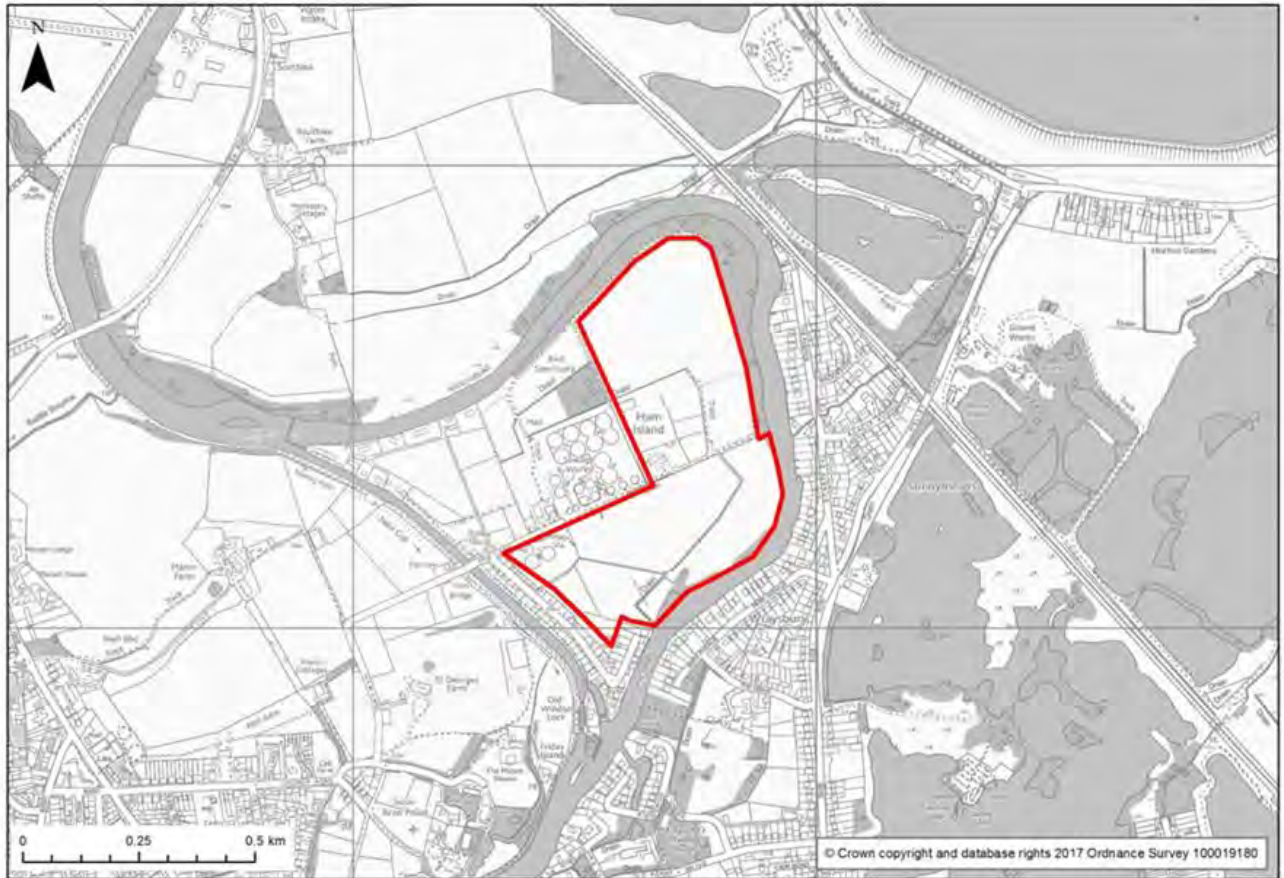
- A Transport Assessment or Statement is required.
- A HGV Routeing Agreement will be required (or maintain existing).

Water Environment and Flood Risk

- Site largely within Flood Zone 3 and in Groundwater Source Protection Zone (3) - a flood Risk Assessment and Hydrological Assessment will be required.

CONFIDENTIAL

Ham Island, Old Windsor



Local Planning Authority: The Royal Borough of Windsor & Maidenhead

Existing Use: Fields adjacent to a waste water treatment works.

Proposal: Extraction of 1.5 million tonnes of sand and gravel transported by barges and new on-site wharf.

Area: 55 ha

Restoration: Enhancement of natural habitats and local landscape including public access and amenity areas.

Development Considerations:

Ecology

- Protection of South West London Waterbodies Special Area of Conservation (SAC)/Special Protection Area/Ramsar, Windsor Forest and Great Park SAC and Site of Special Scientific Interest (SSSI)*.
- Protection of Wraysbury no.1 Gravel Pit SSSI, Wraysbury and Hythe End Gravel Pits SSSI, Wraysbury Reservoir SSSI.

- Impacts to the offsite foraging and breeding of areas of the qualifying bird species of the nearby SPA/Ramsar/SSSI.
- Impacts to Datchet Common and Gravel Pits Local Wildlife site.
- Hydrological issues relating to mineral extraction.
- Impacts from loss and damage to floodplain meadow.
- Impacts to eel populations

Landscape & Townscape

- Impacts on the River Thames and its setting and recreational routes should be minimised.
- Effective screen planting should be established for adjoining residents.
- Restoration proposals should have reference to the Colne Valley Gravel Pits and Reservoirs Biodiversity Opportunity Area.

Historic Environment

- The archaeological potential is high.
- Reduced area of workings necessary to protect the Scheduled Ancient Monument / Historic environment.
- Advice and opinion of Historic England should be sought.

Transport:

- Construction of a wharf is critical to the delivery of the site as road access is not suitable.
- A Transport Assessment or Statement is required.
- A HGV Routeing Agreement will be required.

Water Environment and Flood Risk

- Site wholly within Flood Zones 2 and 3 and Groundwater Source Protection Zone (3) – a Flood Risk Assessment and Hydrological Assessment will be required.

Horton Brook Quarry, Horton



Local Planning Authority: The Royal Borough of Windsor & Maidenhead

Existing Use: Existing operational sand and gravel quarry.

Proposal: Inert recycling.

Waste activity categories:

Category	Activity
1	Open sites or ancillary open areas (possibly biological treatment)
2	Mix of enclosed buildings/plant and open ancillary areas (possibly involving biological treatment)
3	Enclosed industrial premises (small scale)
4	Enclosed industrial premises (large scale)

Area: 55 ha

Development Considerations:

Ecology

- Protection of South West London Waterbodies Special Protection Area (SPA)/Ramsar*.

- The impact on the offsite foraging and breeding areas of the qualifying bird species of the nearby SPA/Ramsar*.
- Impacts to Wraysbury reservoir Site of Special Scientific Interest (SSSI), Staines Moor SSSI, Wraysbury No.1 Gravel Pit SSSI, Wraysbury and Hythe End Gravel Pit SSSI.
- Impacts to Queen Mother Reservoir Local Wildlife Site (LWS), Arthur Jacobs Nature Reserve LWS, Colne Brook LWS, and Horton and Kingsmead LWS
- Retention and protection of a part of the site for nature conservation purposes during operation.
- Considerations of the objectives of the Colne Valley gravel Pits and Reservoirs Biodiversity Opportunity Areas (BOA) in restoration or operational landscaping proposals.

Landscape & Townscape

- Proposals should ensure adequate space is set aside for the establishment of a strong new landscape structure for this group of sites (Poyle Quarry and extensions, Berkyn Manor and Horton Brook) including large scale native species tree belts.
- Integrate new structures with effective screen planting, including along boundaries.
- Restoration proposals should have reference to the Colne Valley Gravel Pits and Reservoirs BOA.

Transport:

- A Transport Assessment or Statement is required.
- A HGV Routeing Agreement will also be required (or maintain existing).

Landscape & Townscape

- Strengthen existing landscape structure with new tree and hedgerow planting to integrate new structures.
- Maintain and enhance the setting of the public access route to Bray Lake Recreation Area.

Historic Environment

- Archaeological issues would remain a material consideration to be dealt with at a planning application.

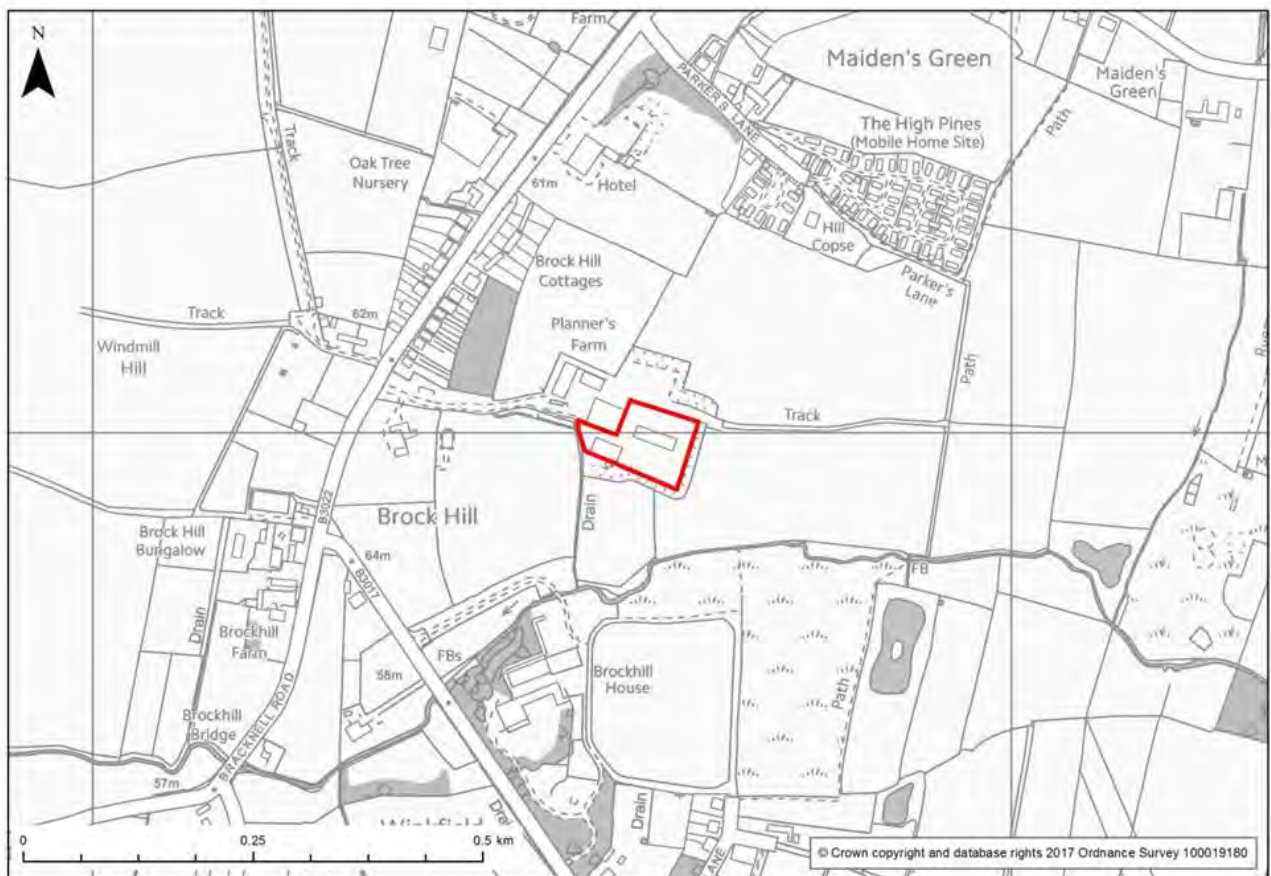
Transport:

- A Transport Assessment or Statement is required.
- A HGV and Barge Routeing Agreement will be required.

Water Environment and Flood Risk

- Site largely within Flood Zone 2/3 and Groundwater Source Protection Zone (1) – a Flood Risk Assessment and Hydrological Assessment will be required.

Planners Farm, Brock Hill



Local Planning Authority: Bracknell Forest Council

Existing Use: Existing open windrow composting operation.

Proposal: Similar forms of waste management such as biomass production.

Waste activity categories:

Category	Activity
1	Open sites or ancillary open areas (possibly biological treatment)
2	Mix of enclosed buildings/plant and open ancillary areas (possibly involving biological treatment)
3	Enclosed industrial premises (small scale)

Area: 1 ha

Development Considerations:

Ecology

- Protection of Chawridge Bourne Site of Special Scientific Interest.
- Impacts to Maidens Green Local Wildlife Site (LWS), and Stirrups County House Hotel LWS.

- Consideration of hydrological issues.

Landscape & Townscape

- Reinforce boundaries with native species tree and hedgerow planting.

Water Environment and Flood Risk

- Part of site within Groundwater Source Protection Zone (3) – a Hydrological assessment will be required.

Transport:

- A Transport Assessment or Statement is required.
- A HGV Routeing Agreement will be required.

CONFIDENTIAL

Poyle Quarry, Horton



Local Planning Authority: The Royal Borough of Windsor & Maidenhead

Existing Use: Arable fields

Proposal: Phased extraction of approximately 800,000 tonnes of sand and gravel with no processing on site.

Area: 21.8 ha

Restoration: Agriculture and nature conservation interests at original ground levels.

Development Considerations:

Ecology

- Protection of South West London Waterbodies Special Protection Areas (SPA) and Ramsar located 0.55km to the south east*.
- Impacts on all roosting and foraging areas used by qualifying bird species of South West London Waterbodies SPA and Ramsar, in particular open grasslands within and adjacent to the site*.

- Impacts on Arthur Jacob Nature Reserve Local Wildlife Site (LWS), Queen Mother Reservoir LWS, Colne Brook LWS and Horton and Kingsmead Lakes LWS.
- Consideration of indirect impacts such as air and noise pollution.

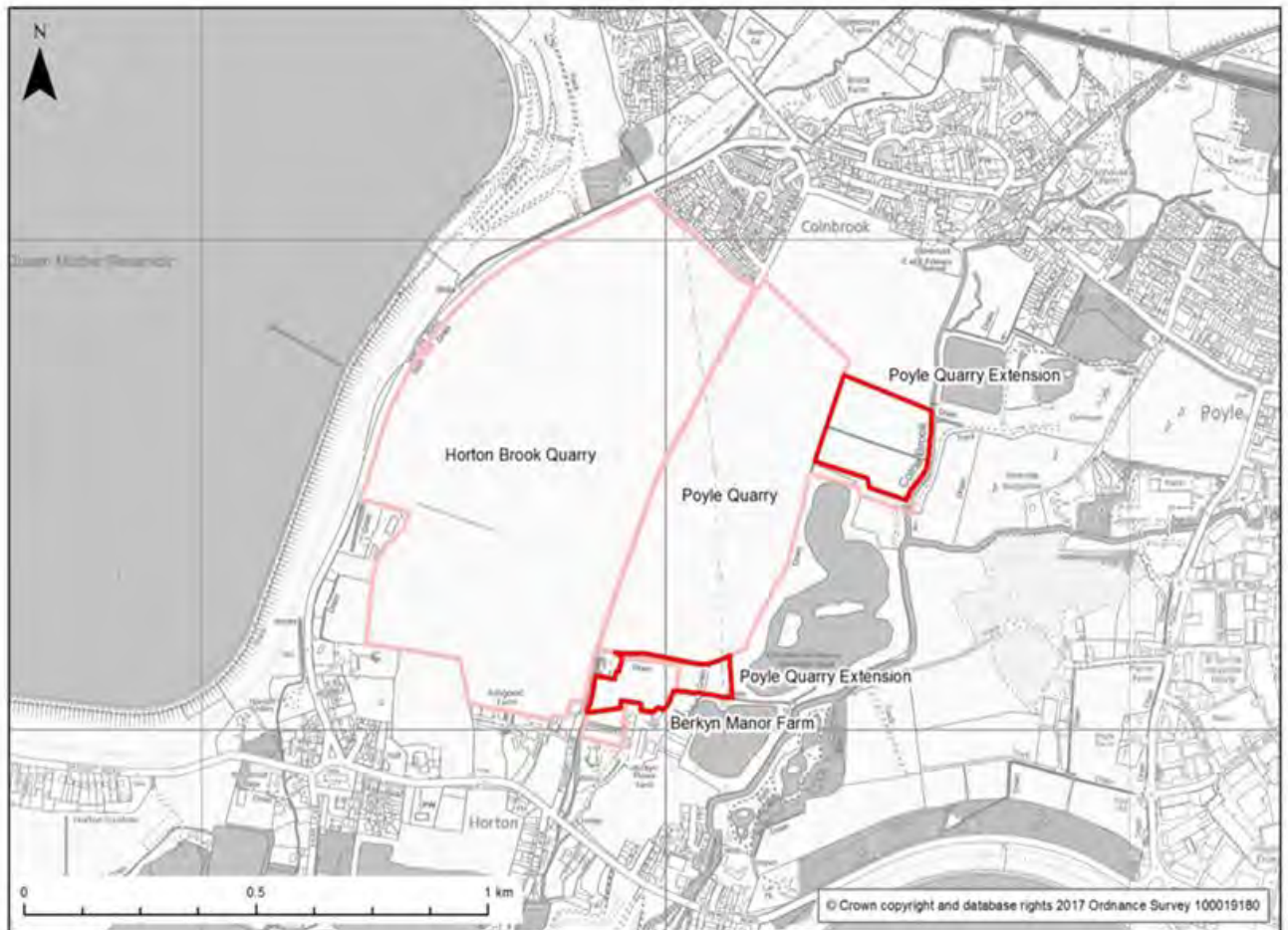
Landscape & Townscape

- Proposals should ensure adequate space is set aside for the establishment of a strong new landscape structure for this group of sites (Poyle Quarry and extensions, Berkyn Manor and Horton Brook) including large scale native species tree belts.
- Consideration needs to be given to the realignment of the Colne Valley Way, and the quality of its setting.
- Restoration proposals should have reference to the Colne Valley Gravel Pits and Reservoirs Biodiversity Opportunity Area.

Transport:

- Provision of a new access will be required, most likely onto Poyle Road.
- A Transport Assessment or Statement is required.
- A HGV Routeing Agreement is required.

Poyle Quarry (Extensions), Horton



Local Planning Authority: The Royal Borough of Windsor & Maidenhead

Existing Use: Arable fields

Proposal: Extension to Poyle Quarry extracting 250,000 tonnes of sand and gravel with no processing on site.

Area: 4 ha and 2 ha

Restoration: Agriculture at original ground levels.

Development Considerations:

Ecology

- Protection of South West London Waterbodies Special Protection Areas (SPA) and Ramsar*.
- Impacts on all roosting and foraging areas used by qualifying bird species of South West London Waterbodies SPA and Ramsar, in particular open grasslands within and adjacent to the site.

- Impacts on Arthur Jacob Nature Reserve Local Wildlife Sites (LWS), Queen Mother Reservoir LWS, Colne Brook LWS and Horton and Kingsmead Lakes LWS.
- Consideration of indirect impacts such as air and noise pollution.

Landscape & Townscape

- Proposals should ensure adequate space is set aside for the establishment of a strong new landscape structure for this group of sites (Poyle Quarry and extensions, Berkyn Manor and Horton Brook) including large scale native species tree belts.
- Consideration needs to be given to the realignment of the Colne Valley Way, and the quality of its setting.
- Restoration proposals should have reference to the Colne Valley Gravel Pits and Reservoirs Biodiversity Opportunity Area.

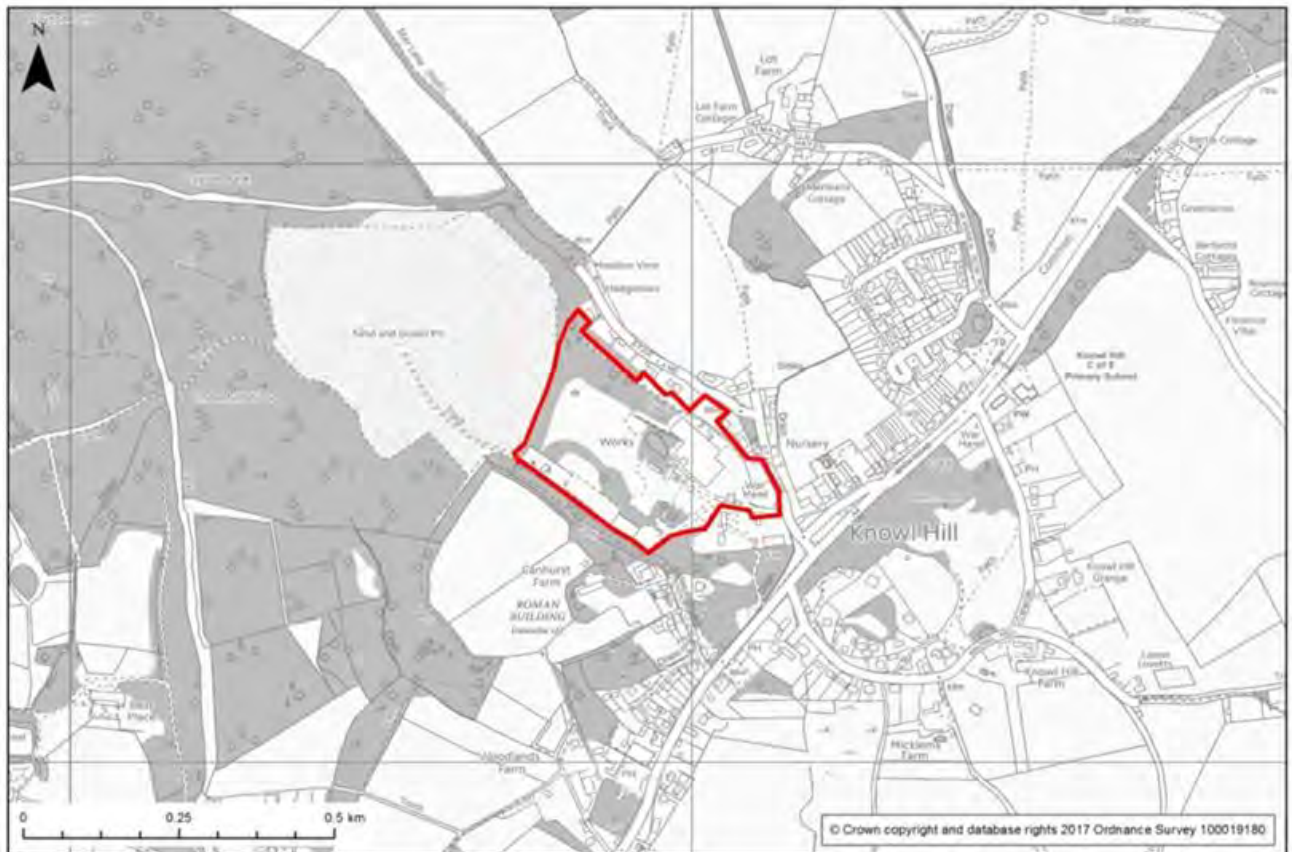
Transport:

- Provision of a new access will be required, most likely onto Poyle Road.
- A Transport Assessment or Statement is required.
- A HGV Routing Agreement will be required.

Water Environment and Flood Risk:

- Both sites partly within Flood Zones 2 and/or 3 – a Flood Risk Assessment will be required.

Star Works, Knowl Hill



Local Planning Authority: Wokingham Borough Council

Existing Use: Existing waste collection and treatment facility with adjacent landfill (due to be completed 2020/21)

Proposal: Continuation of waste collection and treatment with potential recovery operations and increase in capacity.

Waste activity categories:

Category	Activity
1	Open sites or ancillary open areas (possibly biological treatment)
2	Mix of enclosed buildings/plant and open ancillary areas (possibly involving biological treatment)
3	Enclosed industrial premises (small scale)
4	Enclosed industrial premises (large scale)
5	Enclosed building with stack (small scale)
6	Enclosed building with stack (large scale)

Area: 5.22 ha

Development Considerations:

Ecology

- Impacts and adequate buffering of Bear Grove, Lindenhill Wood Local Wildlife Site (LWS) and Knowl Hill Brick Pits LWS within the site.
- Impacts to Cayton Park Woodland LWS, Bottom Boles Wood LWS, Square Wood LWS, Common South-east of Warren Row LWS.
- Protection and buffering of other woodland and boundaries within and adjacent to the site.
- Impacts to great crested newts.
- Impacts to purple-stemmed cats-tail.

Landscape & Townscape

- Reinforcement of site boundaries is required with additional native species woodland edge planting including appropriate edge treatment.

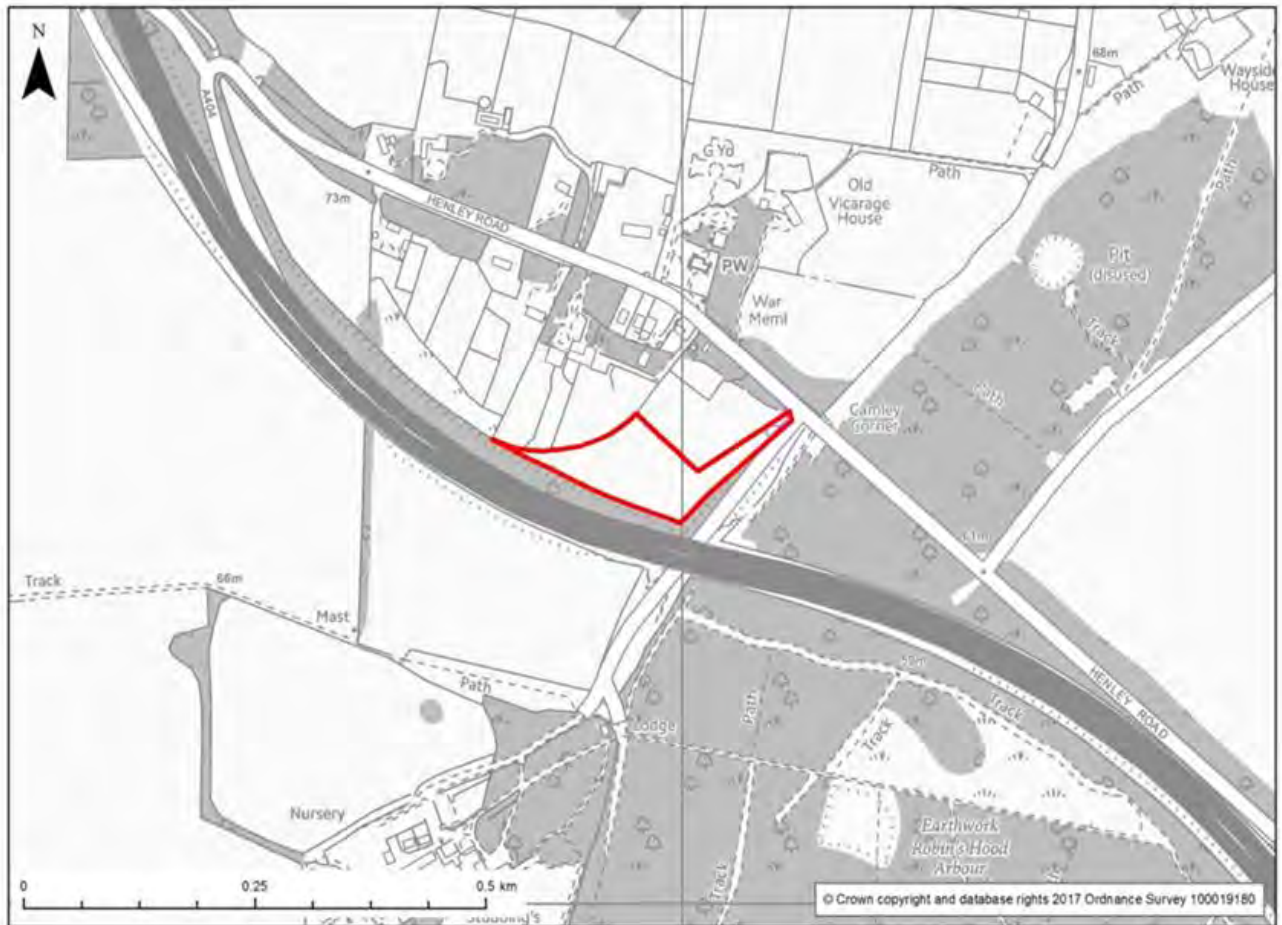
Transport:

- A Transport Assessment or Statement is required.
- A HGV Routeing Agreement will be required (or maintain existing).

Water Environment and Flood Risk

- Within Groundwater Source Protection Zone (3) - a Hydrological Assessment will be required.

The Compound, Pinkneys Green, Maidenhead



Local Planning Authority: The Royal Borough of Windsor & Maidenhead

Existing Use: Hardstanding with permission for agricultural barn.

Proposal: Green waste processing (excluding open windrow composting).

Waste activity categories:

Category	Activity
2	Mix of enclosed buildings/plant and open ancillary areas (possibly involving biological treatment)
3	Enclosed industrial premises (small scale)

Area: 2 ha

Development Considerations:

Ecology

- Impacts and adequate buffering of Maidenhead Thicket Local Wildlife site (LWS).

- Impacts to Carpenters Wood, Dungrove Hill LWS, and Temple Golf Course LWS.
- Retention and buffer of mature boundaries.
- Consideration of surface water discharge to ground pollution.

Landscape & Townscape

- Enhanced screen planting is required for adjacent residential properties.

Transport:

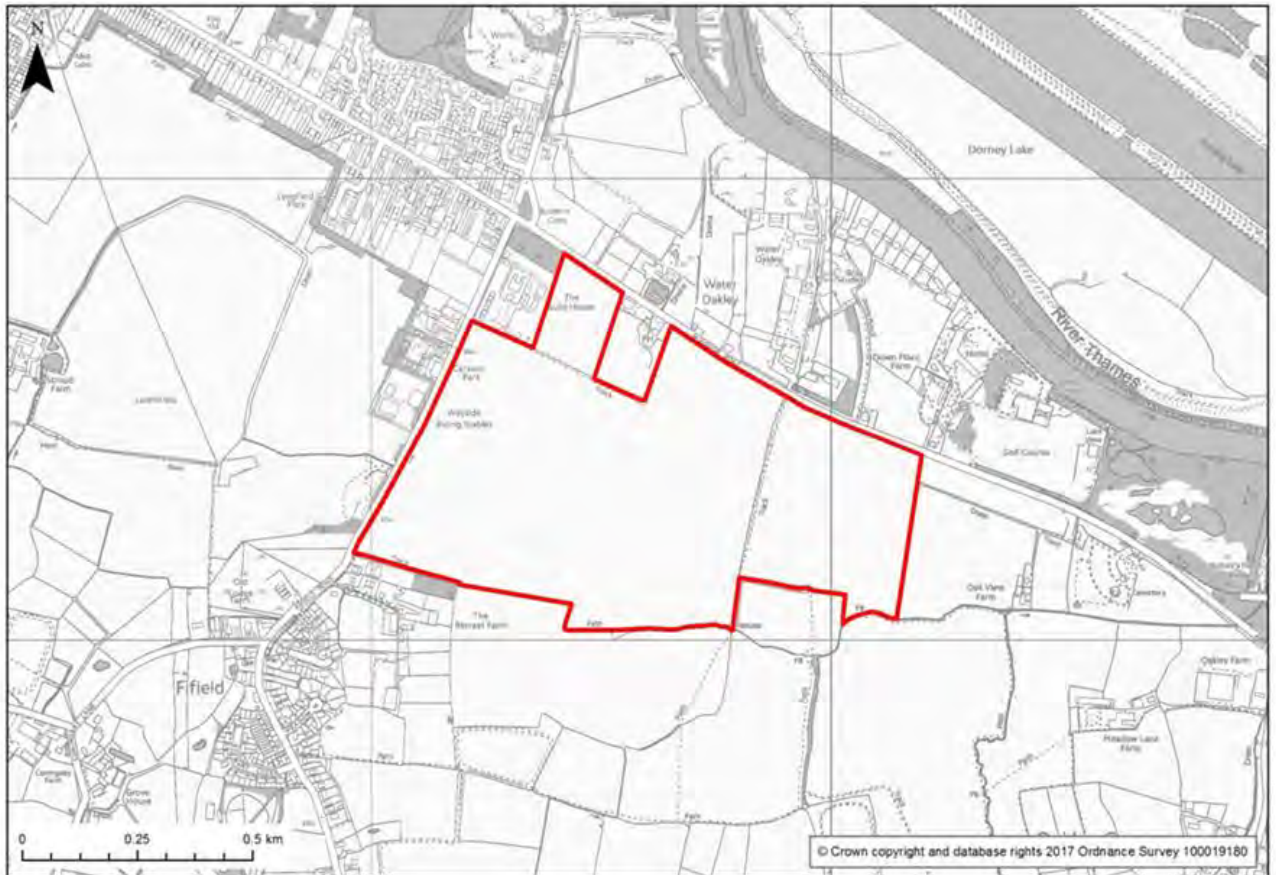
- A Transport Assessment or Statement will be required – this would need to demonstrate sufficient splays from the existing access.
- A HGV Routeing Agreement will be required.

Water Environment and Flood Risk

- Site in Groundwater Source Protection Zone (3) – a Hydrological Assessment will be required.

CONFIDENTIAL

Water Oakley Farm, Holyport



Local Planning Authority: The Royal Borough of Windsor & Maidenhead

Existing Use: Agricultural fields

Proposal: Extraction of 1.9 million tonnes of high quality sand and gravel. Processing will be undertaken at Monkey Island Lane, located north of the site.

Area: 57.4 ha

Restoration: Agriculture with nature conservation interests/daily recreation.

Development Considerations:

Ecology

- Protection of Windsor Forest and Great Park Special Area of Conservation/Site of Special Scientific Interest (SSSI) with regard to air quality and displaced recreation, Bray Pennyroyal SSSI with regard to hydrological and air quality impact pathways*.
- Impact to Greenway Corridor Local Wildlife Site, Braywick Park Local Nature Reserve (LNR) and Southerland Grange LNR.

- Landscape-scale impacts on species such as bats, passerines and raptors.
- Protection of the water quality of the river corridor.
- Impacts to the River floodplain habitat.

Landscape & Townscape

- Existing screen planting around the site should be retained and protected.
- An adequate easement width should be established to protect the environment of existing and diverted footpaths.
- Footpath Bray/53/1 will need to be diverted temporarily.
- Restoration should consider requirements of Bray to Eton Pits and Meadows Biodiversity Opportunity Area.

Historic Environment

- The archaeological potential is high.

Transport:

- Access onto the A308 is required.
- A Transport Assessment or Statement is required.
- A HGV Routeing Agreement will be required taking into account the Air Quality Management Area at Bray Wick.

Water Environment and Flood Risk

- Part of site within Groundwater Source Protection Zone (3) – a Hydrological Assessment will be required.

Cumulative impacts

- Consideration of the wider Development Plan proposals and implications on traffic and amenity impacts on local residents.

Appendix B – Waste Facility Categories

A range of different waste management facilities have been classified based on the types of activities involved. These categories should be used to inform the suitability of the proposed allocations for waste activities.

Category 1: Activities requiring open sites or ancillary open areas (possibly involving biological treatment)

<p>Description / overview</p>	<ul style="list-style-type: none"> • Activities requiring space for storage of waste and machinery (e.g. recycling crusher and screener; vehicle dismantlers). Open sites can accommodate processing equipment (e.g. storage containers/skips, loaders for shipment) • Activities similar to some agricultural practices require large open spaces (e.g. composting plants using open air windrows (elongated piles)). Large areas of land are converted to hard-standing areas for the running of machinery, and soil and ground water protection measures • Small proportion of the site may include building (e.g. for staff facilities)
<p>Waste facilities</p>	<ul style="list-style-type: none"> • Open windrow composting (composting sites typically require sites 2-3 hectares) • Aggregate recycling / construction and demolition waste processing (typically require 2 hectares or greater) • Processing incinerator bottom ash (IBA) • End of Life Vehicle (ELV) processing / scrap metal yard • Soil hospital (remediation of contaminated soils) • Household Waste Recycling Centre (HWRC) or Civic Amenity Site (typically approximately 0.8 hectare site required)
<p>Examples of waste streams handled</p>	<ul style="list-style-type: none"> • Unsorted or segregated household waste • Construction waste (soils, rubble etc) • Incinerator bottom ash • Scrap vehicles • Biodegradable municipal solid wastes and industrial wastes converted to composted products (garden type waste collected separately or co-collected with kitchen waste that is suitable for open windrow composting)
<p>Appropriate locations for these activities (including site requirements)</p>	<ul style="list-style-type: none"> • Typically located in rural or urban fringe sites (where access is good). • Close proximity to development areas (markets) is preferable (it is often not viable to transport materials such as recycled aggregate long

	<p>distances).</p> <ul style="list-style-type: none"> • Larger scale centralised composting facilities can be located at selected composting sites but smaller facilities can be located at landfill sites, sewage treatment works, industrial sites and transfer stations. • Small scale composting operations are also located on farms, due to their ability to exploit existing infrastructure, equipment, and labour associated with normal farm activities⁷⁷. • Aggregate recycling sites and ELV sites can be located on industrial estates alongside heavier industrial uses (affordable sites of an adequate size can be very difficult to obtain for these uses however). • Aggregate recycling activities (usually temporary operations) can also be located at mineral workings and landfill sites and at demolition and construction sites where the spoil is to be used in the project itself. • Rail sidings can be used for activities whereby materials are loaded for shipment to market (transshipment of waste). • Household Waste Recycling Centres and Civic Amenity sites require good access from the primary road network and sufficient vehicle queuing space.
Locations where activities would be unsuitable	<ul style="list-style-type: none"> • Would not normally be compatible with a business park environment or an urban setting, or close to villages. • An appropriate distance of 'buffer' would be required between operations and sensitive receptors. • Should be located at appropriate distances from sensitive habitats (where there are potential dust and bioaerosol impacts).

⁷⁷ Most on-farm facilities possess waste management exemptions, and all community-run sites are exempt and so are restricted in size

Category 2: Activities requiring a mix of enclosed buildings/plant and open ancillary areas (possibly involving biological treatment)

<p>Description / overview</p>	<ul style="list-style-type: none"> • Activities which involve temporary storage of waste usually consist of buildings where vehicles deliver waste either onto the floor, into bays, or into compaction units. Inert wastes in particular may be transferred to such sites and stored in the open. • Facilities may require extensive plant and specialist machinery. • For instance, hard standing areas to site recycling bins, skips and possibly compactors which can be fully / partially enclosed or open. • Unsorted waste may be stored in open bunkers or skips, housed within a building. Facilities may be co-located on sites (e.g. storage alongside a Waste Transfer Station). • Sites usually require a minimum of 0.5 hectares (but size depends on throughput).
<p>Waste facilities</p>	<ul style="list-style-type: none"> • Outdoor Waste Transfer Station (where space required for open storage). • Anaerobic digestion (AD) plant (small scale) (agricultural / rural locations) (unsorted waste, segregated waste and residual waste may be stored in open bunkers, possibly outside). • Enclosed composting systems⁷⁸. • MBT (Mechanical Biological Treatment) plant (including biological treatment e.g. AD)⁷⁹. • Sites for aggregating waste wood (sorting and processing). • Biological treatment of liquid waste and leachate (can involve enclosed buildings and tanks in open areas). • Wastewater Treatment Works.
<p>Examples of waste streams handled</p>	<ul style="list-style-type: none"> • Unsorted or segregated household or commercial waste • Green waste • Specialist wastes (e.g. liquid waste and leachate)
<p>Appropriate locations for these activities (including site requirements)</p>	<ul style="list-style-type: none"> • Enclosed composting facilities are suited to areas allocated for employment / industrial uses in urban areas, and are compatible with the more intensive B2 activities under the Use Classes Order.

⁷⁸ e.g. In-vessel composting (IVC) allows collected food waste to be composted on a large scale. IVC is not considered as environmentally beneficial as anaerobic digestion. For effective waste handling, a covered waste reception area, as well as hard standing for post composting and a covered storage area are needed.

⁷⁹ The term 'mechanical and biological treatment' (MBT) is commonly used to describe a hybrid process which combines mechanical and biological techniques used to sort and separate mixed household waste.

	<ul style="list-style-type: none"> • Small scale AD plants (throughput of circa 5000 tonnes per annum) can be located on sites less than 0.5 hectares (Wastewater Treatment Works in particular can provide suitable locations). • Facilities to recycle agricultural waste can be located on farms (digestate from AD plants maybe used by neighbouring farms). • Options for locating wastewater treatment plant are very limited and are typically linked to existing infrastructure.
Locations where activities would be unsuitable	<ul style="list-style-type: none"> • An appropriate distance of 'buffer' would be required between operations producing bioaerosols / odours, and sensitive receptors. • Should be located at appropriate distances from sensitive habitats (where there are potential dust and bioaerosol impacts). • Facilities involving open-air activities with potential to generate noise would not normally be compatible with a business park environment, an urban setting, or close to villages.

Category 3: Activities requiring enclosed industrial premises (small scale)

Description / overview	<ul style="list-style-type: none"> Waste developments are increasingly enclosed within new or existing structures, often sited on brownfield or industrial land; allowing for a large proportion of the perceived issues / problems to be mitigated for, i.e. dust and noise. 'Small scale' enclosed premises are typically <1-2 hectares (throughput of approx. 50,000 tonnes per annum). Usually located on industrial estates. Enclosing activities helps to mitigate against many noise / odour issues.
Waste facilities	<ul style="list-style-type: none"> Plant for Refused Derived Fuel production (small scale e.g. Mechanical Heat Treatment / Autoclaving)⁸⁰. Autoclaving is a pressurised steam treatment process that can produce fuel pellets or pulp (by 'cooking' waste). Dis-assembly and re-manufacturing plant (Waste Electronic & Electrical Equipment recycling). Enclosed waste transfer station (designed to process dry, separated recyclables). Small-scale recyclables processing facility.
Examples of waste streams handled	<ul style="list-style-type: none"> All types of non-hazardous waste typically handled (e.g. dry mixed recyclables) Inert waste may also be handled (e.g. sorting of construction waste, glass etc) Clean waste wood can be handled for recycling Waste Electronic & Electrical Equipment
Appropriate locations for these activities (including site requirements)	<ul style="list-style-type: none"> As activities can be similar to other industrial activity, these facilities can be located on land previously used for general (B2) industrial activities or B1 uses (light industry appropriate in a residential area). The requirement for good transport infrastructure is essential and therefore, where possible, should be located close to the primary road network or have potential access to rail. Placement of sites near to the source of waste is increasingly important, by limiting movement of waste from source the impact of sites decreases.
Locations where activities would be	<ul style="list-style-type: none"> Sites with existing access issues should be avoided where possible.

⁸⁰ Refuse-derived fuel, (RDF), is made by refining municipal solid waste in a series of mechanical sorting and shredding stages to separate the combustible portion of the waste. Either a loose fuel, known as fluff, floc or coarse RDF (c-RDF), or a densified pellet or briquette (d-RDF) is produced.

unsuitable	<ul style="list-style-type: none">• Areas should be avoided where facilities seeking expansion of existing hardstanding would encroach into flood zones.
------------	--

CONFIDENTIAL

Category 4: Activities requiring enclosed industrial premises (large scale)

Description / overview	<ul style="list-style-type: none"> • Large buildings required to process mixed waste primarily via mechanical and / or biological means. • Various physical separation and waste reduction techniques can be used either as stand alone operations or in combination. Such activities are typically housed in an enclosed 'warehouse' type building. • 'Large scale' enclosed premises typically require site of 2-4 hectares (throughput can be up in excess of 100,000 tonnes per annum).
Waste facilities	<ul style="list-style-type: none"> • Materials Recovery Facility (MRF) (for dry recyclables). • Enclosed Anaerobic Digestion (AD) plant (large scale). • Enclosed MBT (Mechanical Biological Treatment) (large scale integrated plant)⁸¹.
Examples of waste streams handled	<ul style="list-style-type: none"> • Unsorted 'black bag' wastes (AD and MBT) • Residual household waste following doorstep separation of dry recyclables / green waste • Residual waste following separation of recyclables / organics at another facility.
Appropriate locations for these activities (including site requirements)	<ul style="list-style-type: none"> • Large scale processing operations can take place in a range of buildings and at different locations. Preference should be given to industrial or degraded sites or sites on or close to existing waste management facilities. • B1 / B2 and B8 use class designations may potentially be acceptable. • Sites need to be suitable for use by HGVs. • Consideration should be given to the potential for co-location with rail or barge transfer operations.
Locations where activities would be unsuitable	<ul style="list-style-type: none"> • Mixed household waste has the potential to cause additional nuisance from litter, odour and leachate. The planning and siting considerations will therefore be different to dry recyclables processing. • Locating sites close to residential development should be avoided. Some operations which involve mechanical processing and external loading and unloading of material may be inherently noisy which will also affect the choice of site. • Sites with existing access issues should be avoided

⁸¹ The term 'mechanical and biological treatment' (MBT) is commonly used to describe a hybrid process which combines mechanical and biological techniques used to sort and separate mixed household waste, and produce a Refused Derived Fuel (RDF).

	<p>where possible.</p> <ul style="list-style-type: none">• Areas should be avoided where facilities seeking expansion of existing hardstanding would encroach into flood zones.
--	---

CONFIDENTIAL

Category 5: Activities requiring enclosed building with stack (small scale)

<p>Description / overview</p>	<ul style="list-style-type: none"> Plants with a throughput of approx. 50,000 tonnes per annum. Smaller scale thermal treatment facilities are often designed to receive a specific component of the waste stream. Can offer a waste management option which is more likely to be accepted by local residents. Energy is generated. Often combustion chambers are fired up according to the need to respond to fluctuations in the supply of waste. Gasification is a thermal process in which carbon is converted to a syngas leaving a solid residue. Pyrolysis takes place either in the complete absence of oxygen or with limited oxygen. Require site of <1-2 hectares.
<p>Waste facilities</p>	<ul style="list-style-type: none"> Pyrolysis and gasification technologies (advanced thermal treatment). Small scale incinerator. Small thermal plants (Combined Heat & Power (CHP) plant)⁸². Small thermal treatment plants (furnaces or kilns) are also used to treat clinical wastes at hospital sites.
<p>Examples of waste streams handled</p>	<ul style="list-style-type: none"> Capable of handling a wide range of waste materials. Can be specifically designed to take a pre-processed feedstock or refuse derived fuel (RDF) (see categories 3 and 4 above). Can be used to treat clinical wastes at hospital sites. Unburned residue (bottom ash) is produced after combustible material is burnt. There are three products of pyrolysis: gas, liquid and a solid known as char.
<p>Appropriate locations for these activities (including site requirements)</p>	<ul style="list-style-type: none"> Localities which are as close as possible to the source of waste arisings in order to minimise transport. Sites which offer the potential for CHP and export of energy to businesses which would otherwise use fossil fuel sources. May also be considered as

⁸² The revised Waste Framework Directive sets a threshold above which energy efficient municipal waste incinerators can be classified as recovery facilities, and below which they continue to be classified as disposal facilities.

	<p>part of large scale residential developments.</p> <ul style="list-style-type: none"> • Can be more suited to rural areas and areas of dispersed population centres than large-scale facilities. • Most small thermal plants have been designed to treat specific industrial waste streams as part of combined heat and power (CHP) arrangements. CHP may be connected to existing decentralised energy networks in town and city centres for instance. • Preference should be given to areas allocated for business use or in traditional commercial/industrial urban areas. • Existing waste sites should also be considered. Plants can be located alongside modern industrial buildings or as a part of business parks where CHP potential can be developed. • Pyrolysis and gasification- the scale of individual buildings and process components is likely to be compatible with most small / medium sized industrial activities.
<p>Locations where activities would be unsuitable</p>	<ul style="list-style-type: none"> • Should be located appropriate distances from sensitive habitats and other sensitive receptors (e.g. residential). • Safeguarding zones around aerodromes where building height is restricted should be avoided. • Pyrolysis and gasification facilities should avoid sites closer than 250m of housing etc where possible or demonstrate emission standards can be met where closer.

Category 6: Activities requiring enclosed building with stack (large scale)

Description / overview	<ul style="list-style-type: none"> Plants with a throughput of approx. 200,000 tonnes per annum. Plants typically designed to handle large volumes of mixed waste following the 'mass combustion' approach. Designed to burn waste as efficiently as possible, usually recovering energy. The volume of waste needing disposal following treatment is reduced by approximately 90%, reducing the need for landfill. The whole process is typically contained within a single building. Legislation requires that all new and existing plants operate to extremely high environmental standards. Require site of 2-5 hectares.
Waste facilities	<ul style="list-style-type: none"> Energy Recovery Facility ('mass burn' with energy generation)⁸³; Fluidised bed incinerators generally require some form of refuse derived fuel (RDF). Biomass plant (including proportion of waste biomass feedstock)
Examples of waste streams handled	<ul style="list-style-type: none"> Can receive between 90,000 and 600,000 tonnes of waste per year. Capable of handling a wide range of waste materials. Contaminated paper (e.g. with grease from food) can be more suited to energy recovery.
Appropriate locations for these activities (including site requirements)	<ul style="list-style-type: none"> Often located in or near urban areas. Compatible with the more intensive Class B2 activities under the Use Classes Order. Existing waste sites should also be considered. Should be located as close as possible to the source of waste arisings in order to minimise transport. Should be located on sites which offer the potential for combined heat and power (CHP) and export of energy to nearby businesses.
Locations where activities would be unsuitable	<ul style="list-style-type: none"> Not normally be compatible with a hi-tech business park environment or a rural/semi rural setting. Should be located appropriate distances from sensitive habitats and other sensitive receptors

⁸³ The revised Waste Framework Directive sets a threshold above which energy efficient municipal waste incinerators can be classified as recovery facilities, and below which they continue to be classified as disposal facilities

	<p>(e.g. residential).</p> <ul style="list-style-type: none">• Safeguarding zones around aerodromes where building height is restricted should be avoided.
--	--

CONFIDENTIAL

Category 7: Landfilling

<p>Description / overview</p>	<ul style="list-style-type: none"> • Modern landfill practice requires a significant degree of engineering in order to contain tipped waste, control emissions and minimise potential environmental effects. • The majority of landfills are operated on a phased cell system whereby, as one cell is being filled, another is being prepared, and another is being completed / restored⁸⁴.
<p>Waste facilities</p>	<ul style="list-style-type: none"> • Waste disposal mainly below ground level (infilling a void). Landraise, also generically referred to as landfill, refers to waste disposal mainly above pre-existing ground levels. • The primary by-products where biodegradable materials are disposed of are landfill gas and leachate (requiring ancillary operations including abstraction systems). • Inert waste can be used to restore minerals workings. • Sites may include a separate protective cell for hazardous materials.
<p>Examples of waste streams handled</p>	<ul style="list-style-type: none"> • Most types of non-hazardous waste may be disposed of via landfill although as disposal is increasingly discouraged, the future role of landfill is likely to be limited to the residues of other waste management operations such as incinerator ashes and materials recovery facility (MRF) rejects etc. • Hazardous wastes (although certain hazardous wastes are banned from landfill disposal). • Inert waste (non-biodegradable) is a restoration material and is not classed as landfilling.
<p>Appropriate locations for these activities (including site requirements)</p>	<ul style="list-style-type: none"> • Landfill sites sited where an existing void is available, such as in existing mineral workings. • The location of land-raise sites is less limited and may include derelict land, or extensions to existing landfills. • Landfill sites tend to be located in rural areas. • Range in size from just a few hectares (Ha) to over 100 Ha. The larger sites are more economically viable.
<p>Locations where activities would be unsuitable</p>	<ul style="list-style-type: none"> • Sites close to housing, commercial or recreational areas etc. should generally be avoided. • Areas overlying principal aquifers or close to potable waters should also be avoided.

⁸⁴ Cells are holes which are lined with a waterproof liner and contain systems to manage landfill gas and leachate/ liquids. When complete the cells are covered with clay to seal the waste.

	<ul style="list-style-type: none">• Sensitive habitats should be avoided.• Bird strike' zones around aerodromes should be avoided.
--	---

CONFIDENTIAL

Appendix C - The Evidence Base

This Draft Plan consultation paper is supported by a number of reports which set out the evidence for the contents provided. These reports include:

- *Minerals: Background Study* – sets out the types, availability and movements of minerals in the Plan area and what issues may affect future demand.
- *Waste: Background Study* – sets out the amounts and types of waste that need to be managed, how it is currently managed and what the future waste management may be.
- *Sustainability Appraisal (incorporating Strategic Environmental Assessment) Interim Report* – sets the initial findings of assessing the policies and sites to ensure the Plan will not have any significant impacts on the Central & Eastern Berkshire environment, communities and economy.
- *Habitats Regulations Assessment: Screening Report* – sets out the assessment of potential impacts of the policies and sites on European designated habitats.
- *Strategic Flood Risk Assessment Statement* – a review of existing Strategic Flood Risk Assessments, any updates to data and a review of proposed sites.
- *Strategic Traffic & Transport Assessment* – an initial assessment of the traffic impacts of the proposed sites.
- *Landscape & Visual Impact Assessment* – an initial assessment of the landscape impacts of the proposed sites.
- *Restoration Study* – a study of restoration issues and requirements within Central & Eastern Berkshire.
- *Minerals & Waste Safeguarding Study* – a study of the safeguarding requirements within Central & Eastern Berkshire.
- *Minerals: Proposal Study* – sets out the potential mineral sites and their suitability.
- *Waste: Proposal Study* – sets out potential waste sites and their suitability
- *Equalities Impact Assessment* – sets out whether the Plan will have an impact on particular sectors of Central & Eastern Berkshire's communities.
- *Duty to Cooperate Statement* – a report on cross boundary issues and how these have been addressed in cooperation with key stakeholders.

A summary of this document can be made available in large print, in Braille or audio cassette. Copies in other languages may also be obtained. Please contact Hampshire Services by email berks.consult@hants.gov.uk or by calling 01962 845785

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	2 JULY 2018	AGENDA ITEM:	11
TITLE:	DRAFT HOSIER STREET AREA DEVELOPMENT FRAMEWORK		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	ABBEY
LEAD OFFICER:	KIARAN ROUGHAN	TEL:	0118 9374530
JOB TITLE:	PLANNING MANAGER	E-MAIL:	kiaran.roughan@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval of the draft development framework for the Hosier Street Area. The area includes the Broad Street Mall, the now vacant site of the former Civic Offices, the Thames Valley Police headquarters, the Magistrates Courts and the Hexagon Theatre. In the light of the multiple ownerships of the area, it was decided that a draft framework should be produced to guide future development. The draft framework has been produced by the Council (with the assistance of an urban design consultancy). Subject to approval by Committee, the draft framework will be published and will be the subject of a formal consultation exercise.

2. Recommended Action

- 2.1 That the Draft Hosier Street Area Development Framework (Appendix 1) be approved for community involvement.
- 2.2 That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Draft Hosier Street Area Development Framework in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to the start of community involvement on the draft document.

3. Background

- 3.1 The former Civic Offices were vacated during 2014/15 and subsequently carefully demolished. In order to develop proposals for the eventual disposal and development of the site, the Council entered into a partnership arrangement with Kier Construction.
- 3.2 At the same time Thames Valley Police have been reviewing their headquarters buildings with redevelopment of the site being one option. The Council and its partner Kier have been involved in discussions in relation to possible future redevelopment of this site.
- 3.3 In the meantime, the new owners of Broad Street Mall have been evolving ambitious plans for the remodelling and development of the Broad Street Mall which includes incorporating a significant level of new residential development in various buildings above the roof of, and adjacent to, the current building, along with various improvements to the Mall and other property in the vicinity. The owners (Moorgarth) are currently discussing their proposals with officers as part of a process of pre application advice. They propose to submit a planning application in the near future.
- 3.4 Planning policy for the future development of the area is provided in the Reading Central Area Action Plan. This has now been updated in the Submission Draft Local Plan that was approved by Committee in November 2017. Draft Policy CR12 deals with the West Side Major Opportunity Area. CR12d indicates that, *“The site will be used for continued retail and leisure provision, maintaining frontages, with uses including residential, with some potential for offices, on upper floors.”*
- CR12e indicates that, “Development on this site will result in a new residential community centred around an improved area of public open space and a high quality environment, with an improved entrance to the site from St Mary’s Butts. The edges of the open space will be activated with retail, leisure and/or other main town centre uses such as hotel use, and development may also include some limited offices uses. The Hexagon theatre will only be developed if a replacement facility for Reading is provided, and approaches to the theatre will be improved. Development will also include a replacement site for the street market. The car parking below ground level will be retained and incorporated into the development.”*
- 3.5 The policy provides a very broad basis for considering the future development and use of land. However it is of limited value to promoting the most appropriate form of development of a large complex site in multiple ownerships. A more detailed masterplan or

framework which has been subject to public consultation would normally be sought for a site such as the Hosier Street Area.

4.0 Development Framework

(a) Current Position

4.1 While the development of the area is governed by existing and emerging local plan policies, these are very high level and offer limited advice on how the area should be developed in the future. With the multiple ownerships and the likelihood that different parcels of land will come forward at different times in an unacceptable piecemeal fashion.

4.2 In order to move forward in terms of the future development of the wider area and in the interests of achieving a high quality, comprehensive development of the area in accordance with the Local Plan policies, officers sought to encourage the preparation of a single development brief by the various owners of land in the area. In the light of the difficulties in getting the agreement of the owners to prepare (and fund) that piece of work, and with a need to move forward on the former Civic offices site, a decision was taken that the Council would undertake the work.

(b) Proposed Option

4.3 A draft development framework for the area has been prepared, with the assistance of Urban Place Labs, an urban design consultancy, in consultation with various parts of the Council including Property, Housing, Parks, Streetcare, Highways, Sustainability, etc. Versions of the draft document have been shared with other landowners or parties with an interest in land in the area.

4.4 The primary purpose of the framework is to provide a public realm led master plan for the area, showing how it could be developed as a series of quality streets, squares and new spaces, and might look once developed. The document sets out broad principles for the development of the area and provides a comprehensive Masterplan and urban design framework. It contains more detailed studies of the different quarters of the Masterplan area, the Hexagon Quarter, Minster Square, and Oxford Road/St. Mary's Butts.

4.5 The starting point for the framework was consideration of the wider area and how this area relates to the rest of the town centre and the area to the west. This involved examining the historical street pattern, how the Bridge Street/Gun Street crossroads was the Saxon origin of the town, and how this has gradually moved northwards. Much of the area away from Castle Street and the Oxford Road was covered by urban terraced housing fronting onto a

network of streets connected to the residential areas around Baker Street and Russell Street to the west. Since the 1960's the commercial elements of Reading Town Centre have expanded into this area and the area was cut off from the residential areas to the west by the building of the IDR.

- 4.6 In seeking to reconnect the development area to the town centre and to provide a setting and some open space for the development, the area includes the whole of the St Mary's Churchyard and the adjoining public realm, seeking to rediscover this, and reframe it as Reading's newest (and oldest) public space, drawing on the medieval buildings that lines its periphery. St Mary's Butts and Oxford Road are also included as a separate quarter of the area within which improvements to the public realm involving some rationalisation of the pedestrian pavements and highway carriageway is proposed. There are proposals to widen pavements and incorporate part of the wide carriageway at the southern end of St Mary's Butts into a much improved public realm that will also serve the new development in the area. The historic environment with Listed Buildings centred on Castle Street and St Mary's Butts has been an important constraint/consideration in developing the masterplan elements of the framework.
- 4.7 In order to link better to the areas to the west of the IDR, the strategy indicates a new footbridge over the IDR. The final framework will seek an investigation of more ambitious full or partial decking over the IDR between the Oxford Road and Castle Street, funded by the development. As a possible alternative, it will also seek investigation of forms of acoustic barrier that incorporate some landscaping.
- 4.8 The potential for tall buildings have been considered in some detail utilizing a 3D model of the local area, extracts from which can be seen in the framework document. Considerations relating to density and the heights of buildings have been led by the Council's policies on tall buildings as well as the impact of such buildings on the adjoining Conservation Areas and other heritage assets. Above the Broad Street Mall is the least sensitive location for tall buildings in the area and tall buildings including one building above 20 storeys (counting from podium level upwards) are proposed. There is also an opportunity next to the Hexagon adjacent to the frontage of the site with the IDR to locate a further tall building.
- 4.9 The site will be densely developed, structured around high quality public realm extending from St Mary's Butts along Hosier Street and Dusseldorf Way to a significant open space/area of public realm in front of the Hexagon through which a link from an enhanced Queens Walk to Castle Street will be formed. Blocks will be up to 8 storeys high to the south of Dusseldorf Way falling to lower levels adjacent to

the St Mary's Butts/ Castle Street Conservation Area. The layout and height parameters of the development have been developed with regard to sunlight and daylight levels.

- 4.10 Development will include enhancements to the retail offer of the Broad Street Mall and the development will seek to maximise active frontages onto the various public realm. The remainder will be primarily residential on upper floors with commercial and/or retail uses on the ground floors at street level. Servicing and storage will take place at the level below the podium which it is envisaged will largely be retained in its current form.
- 4.11 While primarily providing a design framework for the development of the site, the framework document includes policy context information outlining infrastructure and other Section 106 requirements. It highlights the importance of providing affordable housing and high quality public realm. It examines issues relating to implementation and delivery. Committee is asked to approve the draft framework for public consultation

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 Adoption of the development framework will guide future development of the site in a way that will contribute to achieving the Council's priorities set out in the Corporate Plan through:
- Securing the economic success of Reading and provision of job opportunities;
 - Ensuring access to local housing to meet local needs;
 - Keeping Reading's environment clean, green and safe.

This development framework and the subsequent development will contribute to generating job opportunities both in construction and the use of the development, Provide much needed affordable housing as well as other market housing to meet local needs and regenerate and improve an area that has now become tired and in need of high quality new development with a mix of uses that provides new facilities, attractions and public realm in the central area while ensuring that the historical and architectural character is preserved and enhanced.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The Council's consultation process for planning policy, as set out in the adopted Statement of Community Involvement (SCI, adopted March 2014), is that the widest and most intensive community involvement should take place at the earliest possible stage, to allow the community a genuine chance to influence the document. Community involvement exercises.

- 6.2 A formal consultation led by the Council is expected to begin in mid-July and will last for a period of ten weeks (to allow for the summer holiday period) until early October. Responses received will be considered in preparing a final draft framework for adoption. The consultation will largely be based around making the document available for comment, although it is also expected to feature an exhibition/drop-in event. The possibility of holding a community event will also be explored, if resources allow.

7. EQUALITY ASSESSMENT

- 7.1 In line with assessments undertaken for the local plan it is not expected that there will be any significant adverse impacts on specific groups due to race, gender, disability, sexual orientation, age or religious belief. An equality scoping assessment is included in Appendix 2 of this report.

8. LEGAL IMPLICATIONS

- 8.1 There are no legal implications arising from the report. The framework will be published as a Supplementary Planning Document under the Planning Acts. It will be subject to statutory consultation and a requirement to take account of representations. It will be adopted by the Council and will hold weight in the determination of planning applications for any development that occurs in the Hosier Street Area.

9 FINANCIAL IMPLICATIONS

- 9.1 The framework has been prepared within the resources of the Planning Section.
- 9.2 Consultation exercises can be resource intensive and there are limited funds to undertake such exercises. The Council's consultation process is based mainly on electronic communication, which helps to minimise resource costs. Other more intensive forms of consultation or community involvement will be investigated as part of this consultation but can only be undertaken where resources are available.

Value for Money (VFM)

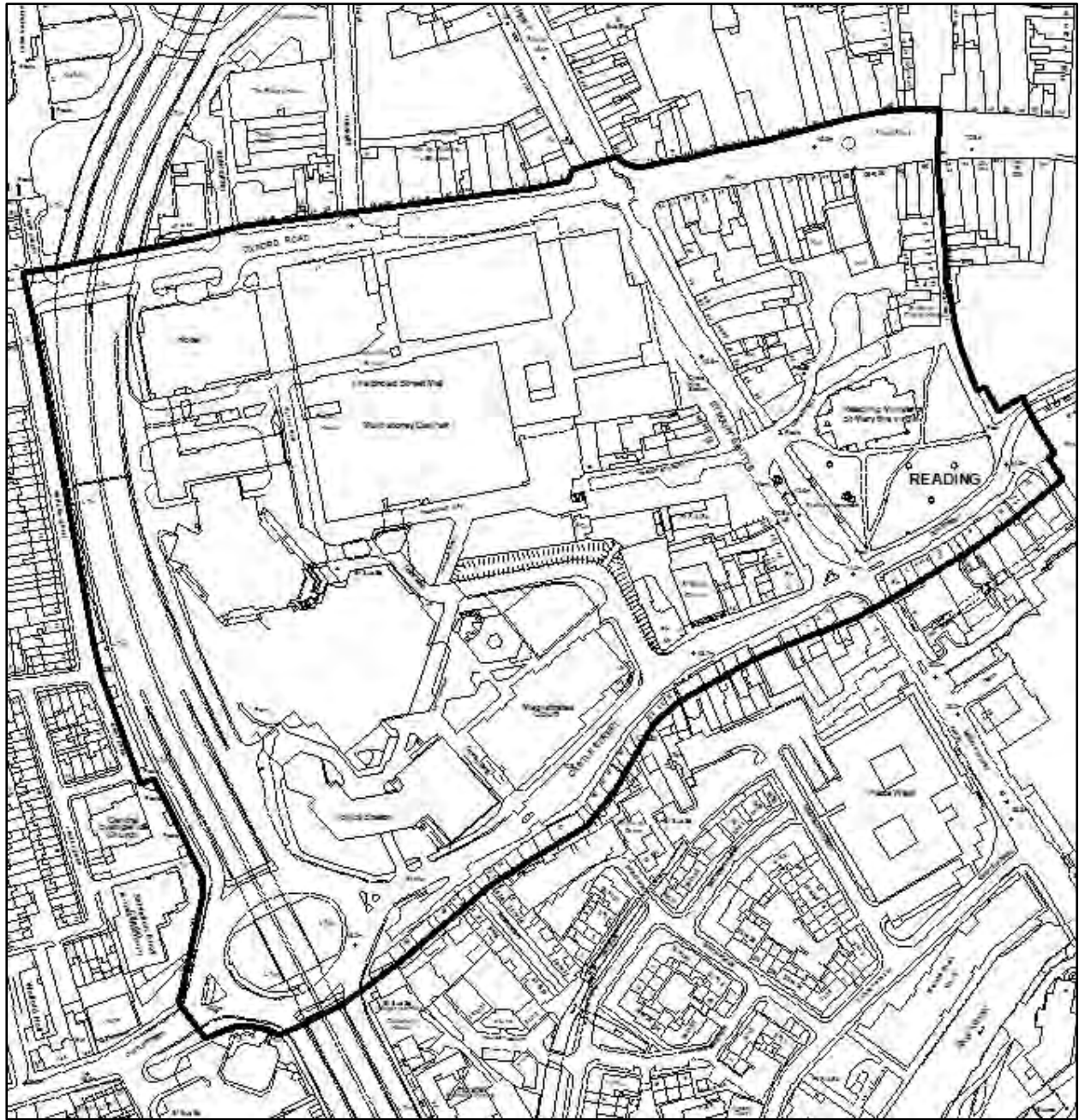
- 9.3 The preparation of framework will ensure that developments are appropriate to the area, that significant effects are mitigated and that harmful effects are minimised. Production of a Supplementary Planning Document for a complicated site such as the Hosier Street Area is in line with best practice and therefore represents good value for money.

Risk Assessment

9.4 There are no direct financial risks associated with the report.

BACKGROUND PAPERS

- National Planning Policy Framework;
- Reading Borough Core Strategy;
- Reading Borough, Reading Central Area Action Plan;
- Draft Reading Borough Local Plan



Extent of Hosier Street Area

© Crown Copyright. All rights reserved. Reading Borough Council.
Account No. 100019672. 2018



**** DRAFT FOR CONSULTATION ****

HOSIER STREET AREA
OUTLINE DEVELOPMENT FRAMEWORK

Reconnecting with Reading's Historic Town Centre

JUNE 2018



Reading
Borough Council

Working better with you

CONTENTS

VISION STATEMENT

1. SETTING THE SCENE

1.1 Introduction	4
1.2 Purpose and Scope	4
1.3 Reading Town Context	5
1.4 Framework Area Description	6
1.5 Planning Policy	7
1.6 Historic Context	8
1.7 Site Context	10

2. THE MASTER PLAN

2.1 Public Realm Led Master Plan	12
2.2 Master Plan Rationale	13
2.3 Character Areas and Key Components	16

3. PUBLIC REALM PARAMETERS

3.1 General Principles	18
3.2 Hexagon Quarter	22
3.3 Minster Square	28
3.4 Oxford Road/St. Mary's Butts	30

4. MOVEMENT PARAMETERS

4.1 Pedestrian / Cycle Movement	32
4.2 Vehicular Movement	33
4.3 Car Parking	34
4.4 General Principles	35

5. DEVELOPMENT PARAMETERS

5.1 Land Use and Development Capacity	36
5.2 Form, Scale and Height	38
5.3 Quality and Appearance	42
5.4 General Principles	43

6. IMPLEMENTATION AND DELIVERY

6.1 Sustainability	44
6.2 Phasing	44
6.3 Next Steps	45

7. APPENDIX

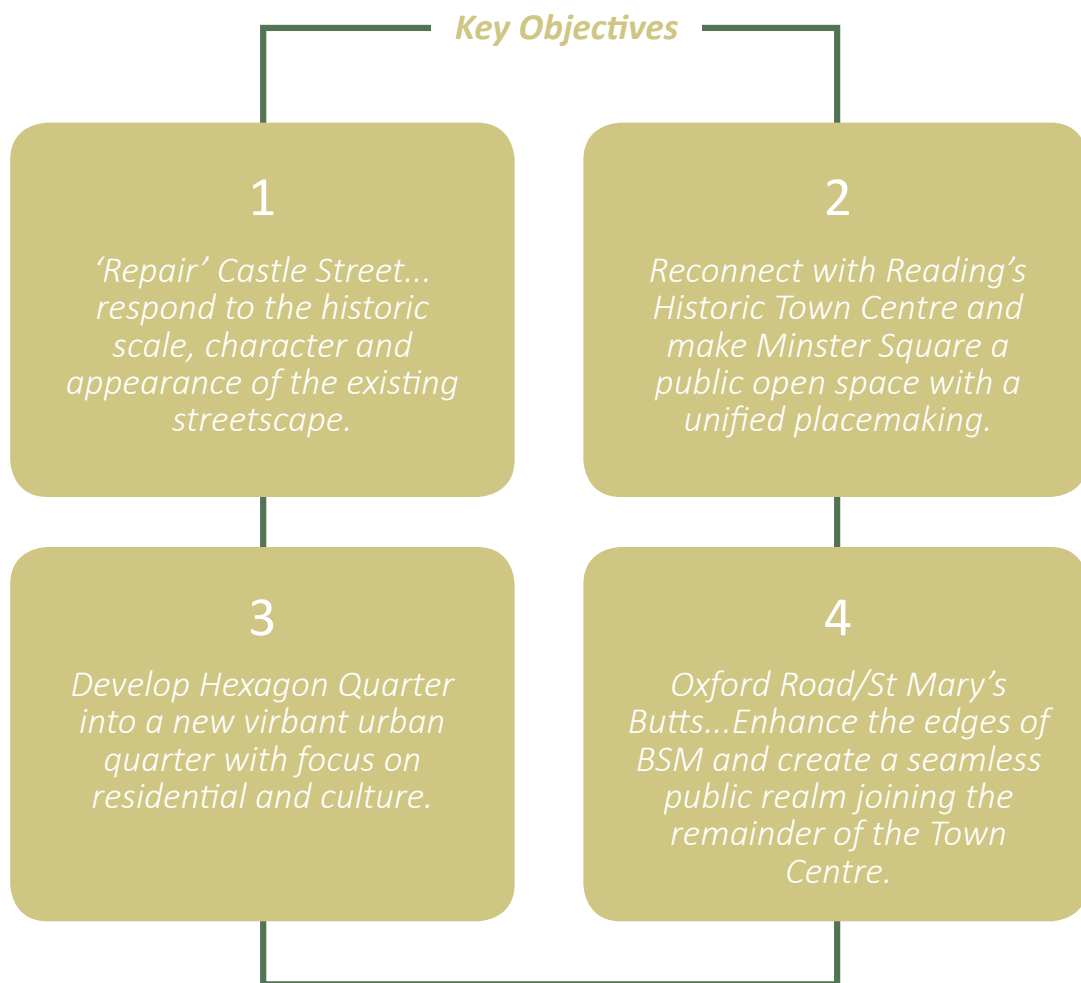
Conservation Area Appraisal Map	46
---------------------------------	----

VISION STATEMENT

The Hosier Street/Broad Street Mall Area will be a distinctive and high-quality, high density, mixed use area within Reading’s Central Core. The area will portray a unique character and sense of place retaining the historical associations of the area and providing high quality public realm, both through the enhancement of existing public spaces adjacent to the site and the provision of new spaces that provide a setting and focus for new development.

Development will contribute positively to conserving and enhancing the adjoining conservation area and to protecting and enhancing the listed St Mary’s Church and its setting.

The area will host a wide range of uses and activities that will contribute to an active, well designed public realm throughout daylight and evening hours. There will be a mix of residential, office/commercial/retail and leisure/community facilities, built to high densities that will include tall buildings, complemented by high quality open spaces that together will create a new destination and a desirable place to live and be at one’s leisure. The area will appeal to all sectors of Reading’s population as a place to live in, work in, study in and visit.



1. SETTING THE SCENE

1.1 INTRODUCTION

The Hosier Street/Broad Street Mall area provides a significant development opportunity for a major new mixed use scheme in the centre of one of the most buoyant and dynamic urban centres in the South East. The area forms part of the West Side Major Opportunity Area identified in the Reading Central Area Action Plan (adopted in January 2009) which is being carried forward in the Draft Local Plan that was submitted to the Secretary of State in March 2018. Under this plan, the area is identified for improvement and regeneration through the mixed use development of various sites.

The site contained the former Civic Offices. The Civic Offices were opened in 1971 but, partly because they contained high levels of asbestos, they had reached the end of their economic life and were demolished in 2016. This now enables the regeneration and redevelopment of the site and the

opportunity to deliver a high quality mixed-use development contributing to the high quality regeneration of the area and to the Council's aims and aspirations for this part of Reading.

At the same time as the former Civic Offices were demolished, adjoining land owners have also been considering the future of their sites. The owner of the Broad Street Mall (Moorgarth plc.) has ambitious plans to revitalise the shopping centre and at the same time intensify and develop the use of their holding by adding tower blocks above and adjacent to the existing structure of the Broad Street Mall. This framework addresses the possible development options for the Broad Street Mall.

Thames Valley Police has also indicated that it intends to vacate its existing Reading Headquarters building in the near term. The Police have requested that their landholding be included in any planning proposals/framework for the area.

1.2 PURPOSE AND SCOPE

The purpose of this document is to set out a framework and principles for promoting the development of the area to ensure a co-ordinated, high quality, comprehensive development creating a multi-purpose urban quarter in Central Reading. This framework is intended to:

- set out a vision and framework for the future development of the area;
- secure improvements to the public realm in the wider area including providing new areas of public realm within the site;
- clarify planning policy in relation to the development of the area;
- to set out the Local Planning Authority's expectations;
- to identify and resolve constraints and other barriers to development;
- to provide a basis for community consultation.



Old Civic Offices



Hosier Street Area today

1.3 TOWN CONTEXT

Reading sits at the heart of the Thames Valley, one of the most successful sub regions in Europe. The sub region is economically buoyant, and has one of the UK’s highest economic activity rates at 85%. It is a magnet for inward investment, with a high concentration of ICT firms. It is home to 13 of the world’s top 30 global brands, with the likes of Vodafone, Prudential, Microsoft and Cisco all based locally.

Businesses are drawn to the area by the availability of a highly skilled workforce, access to London (with the Queen Elizabeth Line due to open in 2019) and international transport hubs (including Heathrow Airport), the high quality of life on offer and knowledge intensive business clusters based around a number of sectors.

Whilst the tight boundary of Reading Borough is home to a population of around 156,000, the wider urban area is home to a population of around 275,000 with a broader retail catchment of over 1.2m. This is a

significant aspect of the Reading of today: a sub-regional capital attracting large numbers of workers, shoppers and visitors from a wide area, adding to its vitality and success. This success is likely to continue, as the population of the Reading Urban Area grew by nearly 8% in the period 2001 to 2011, higher than the national average (SOURCE?). With significant housing development being proposed in the period up to 2036, the population of the area is forecast to continue to grow significantly.

Central Reading has experienced rapid growth in the last 20 years. Reading is now one of the UK’s top shopping destinations. The Town Centre has seen significant development in the last 20 years and planning permission has been granted for a number of major schemes. Further afield, there is significant development in south Reading and the development of a number of Strategic Development Locations is underway south of the Borough in the adjoining Wokingham Borough.

Reading is one of the most prosperous towns in the UK, with a high footprint of Tech Industries (KPMG 2015)¹ and high levels of productivity (Centre for Cities 2017)². It is the capital of the Thames Valley Sub Region and the main centre for retail and leisure activity in addition to its importance as a transport hub and service centre.

The Submission Draft Reading Borough Local Plan, which plans the development of Reading up to 2036, seeks to provide over 16,000 new dwellings in that period, with 53,000²sqm offices, 148,000²sqm of industrial and warehousing floorspace and up to 45,000²sqm of new retail floorspace. The Hosier Street Area is an important development site within the Reading Central Area. Its development for a mix of uses can make a valuable contribution to meeting some of the future development needs identified in the local plan.

¹ KPMG Tech Monitor, 2015

² Centre for Cities, Cities Outlook, 2017



Figure 1 READING CENTRAL AREA

1.4 FRAMEWORK AREA DESCRIPTION

The wider “Hosier Street/Broad Street Mall Area” lies in the south west part of Central Reading. It is situated on the edge of the core retail area, and provides easy access to the Oracle shopping centre. The site is approximately ten minutes’ walk from Reading Station, and offers frontage onto the Inner Distribution Road. It also bounds Castle Street and St Mary’s Butts, which are historic streets that once formed part of the Saxon centre of Reading. Both streets fall within the St Mary’s Butts/Castle Street Conservation Area. The location of the Hosier Street/Broad Street Mall Area is shown in Figure 1.

Figure 2 shows the extent of the wider site, which is bounded by 3 main roads - the IDR in the West, Oxford Road in the North, Castle Street in the South, and by the narrow yet busy pedestrian lane of Chain Street in the East. The site comprises:

- Broad Street Mall (including its associated multi-storey car park), the frontage to Oxford Road, St Mary’s Butts and the Minster of St Mary’s and adjoining churchyard/ graveyard;

- a sub area of approximately 2.1 hectares that includes the site of the previous Civic Offices and various areas of public realm and circulation space including Hosier Street, Düsseldorf Way and Queens Walk. This part of the site is in the ownership of the Council (shown in orange) and features a below ground podium and servicing level. It includes the current location of the Charter Market;
- Thames Valley Policy Headquarters (shown in yellow).

The site also features the Hexagon Theatre, the Penta Hotel, student housing and the Magistrates Courts, along with individual retail and food and beverage establishments, as well as listed buildings and land required for Town Centre servicing.

There are several adjoining properties within the wider area which could provide future regeneration opportunities. Developers should engage with owners of these adjoining properties to ensure a comprehensive approach to regeneration. The possibility of redeveloping these adjoining properties should be actively considered and planned for in any development proposals that come forward.

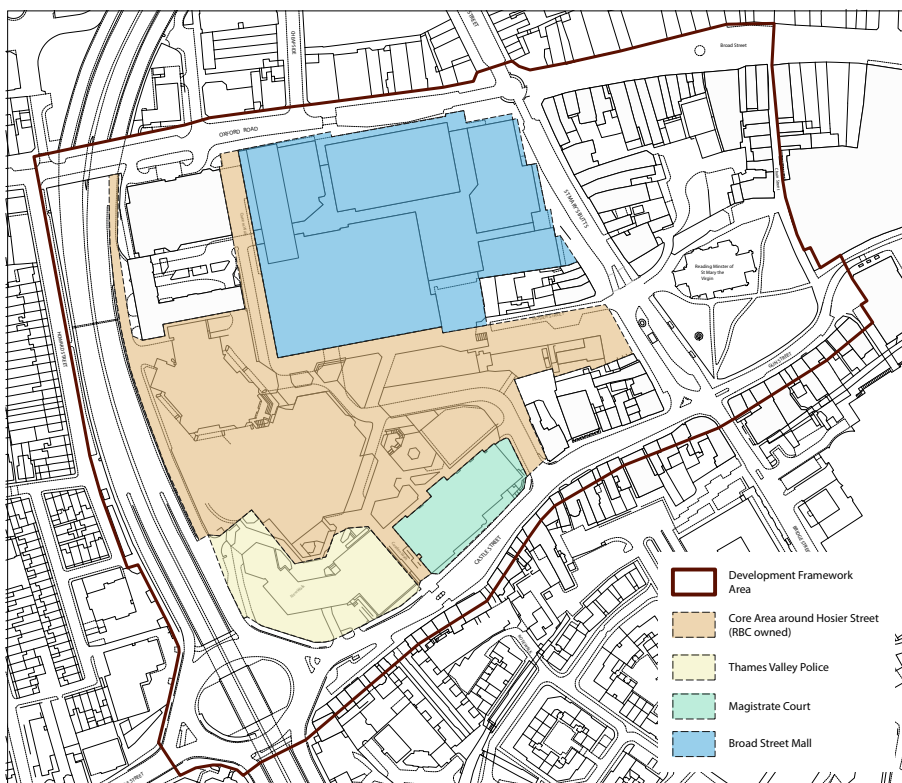


Figure 2 FRAMEWORK BOUNDARY WITH KEY OWNERSHIPS (DIAGRAMMATIC)



Reading Minster



Sun Inn Pub built in 1700s



Hexagon Theatre entrance



Hexagon Theatre and Broad Street Mall



Thames Valley Police Headquarters

1.5 PLANNING POLICY

The site falls within the central area of Reading, which is the main location for future development and change identified by the Reading Borough Core Strategy¹. There are a range of policies in this document, including matters such as sustainable design and construction, affordable housing, infrastructure and open space, which apply to all development in Reading. It is supplemented by more detailed policies in the Reading Central Area Action Plan² and the Sites and Detailed Policies Document³ that the Council adopted in October 2012. The Council has now submitted its Draft Reading Borough Local Plan⁴, which carries forward and updates the policies in the existing local plan documents to the Secretary of State. The Council anticipates that plan will be adopted around the end of 2018/ early 2019. The plan includes a specific and detailed allocation for the development of the site as follows:

CR12d, BROAD STREET MALL: *The site will be used for continued retail and leisure provision, maintaining frontages along Oxford Street and St Mary's Butts, and improving frontages to Hosier Street and Queens Walk, with uses including residential, with some potential for offices, on upper floors. This may be achieved by comprehensive redevelopment. Alternatively, a development which retains the existing mall with additional development above may be appropriate where it improves the quality of the existing mall frontages.*

CR12e, HOSIER STREET: *Development on this site will result in a new residential community centred around an improved area of public open space and a high quality environment, with an improved entrance to the site from St Mary's Butts. The edges of the open space will be activated with retail, leisure and/ or other main town centre uses such as hotel use, and development may also include some limited offices uses. The Hexagon theatre will only be developed if a replacement facility for Reading is provided, and approaches to the theatre will be improved. Development will also include a replacement site for the street market. The car parking below ground level will be retained and incorporated into the development.*

Appendix 1 provides further more detailed analysis of the planning policy position relating to the development of the site. Further information on development plan policies relevant to the consideration of planning proposals for the site is also provided.

IMPLEMENTATION AND INFRASTRUCTURE PROVISION

Works

The existing podium structure is envisaged to provide level access new development and facilities and to facilitate underground servicing and parking to serve the various developments. A survey of the podium has been commissioned. Any limited alteration to the podium through modification or extension should be designed to ensure that continuing and successfully dealing with the prevailing change in ground levels.

Phasing of development(s) shall allow plots to come forward in separate parcels, whilst delivering associated public realm and other associated benefits/requirements.

The redevelopment of the area provides an opportunity for new artwork/high quality public realm treatments, as well as the re-provision of existing artworks, as may be relevant

Section 106 Requirements

There will be standard Section 106 requirements relating to the provision of policy compliant levels of affordable housing within the residential elements of the development. Skills and training requirements will be provided in accordance with the Council's policies as set out in the Council's Employment, Skills and Training Supplementary Planning Document.

Site related works may also be covered by any Section 106 agreement. These might include alterations to accesses and other transport works; works to provide a footbridge or decking over the IDR, works to the strengthen or alter the podium, works to provide parks and public realm and associated structures and facilities including works to enhance the open areas adjacent to the Minster of St Mary's; works to provide Conservation Area enhancements; the realignment and

enhancement of St Mary's Butts, Queens Walk, the Oxford Road and frontages to the IDR; works to provide and secure facilities and other benefits for the community and other works as may be identified such as the re-provision of the area for the market.

CIL Liability

The Community Infrastructure Levy will be payable on all development in accordance with the relevant regulations and the Councils CIL Charging Schedule in place at the time any development is approved.

Planning Application Procedures

It is strongly recommended that any potential redevelopment proposals gain detailed pre-application advice from the local planning authority prior to submission of a formal planning application. Pre-application request forms can be found at:

http://www.reading.gov.uk/media/1190/Pre-Application-Enquiry-Form/pdf/Pre-app_April_2018.pdf

As part of the pre-application process, the Council will expect the prospective applicants to carry out consultation on the draft application proposals. Such consultation should be carried out in accordance with the Council's adopted Statement of Community Involvement, noting that it is currently being reviewed (2013 draft version)⁵.

Details on how to make a planning application and other planning advice can be found at:

<http://www.reading.gov.uk/planningadvice>

¹ <http://www.reading.gov.uk/media/1046/Core-Strategy-Adopted-January-2008/pdf/Core-Strategy-Adopted-Jan08-Altered-Jan15.pdf>

² <http://www.reading.gov.uk/media/1047/Reading-Central-Area-Action-Plan-Adopted-January-2009/pdf/Central-Area-Action-Plan-Jan09.pdf>

³ <http://www.reading.gov.uk/media/1049/Sites-and-Detailed-Policies-Adopted-October-2012/pdf/SDPD-Adopted-Oct12-Altered-Jan15.pdf>

⁴ http://www.reading.gov.uk/media/8649/LP001-Submission-Draft-Local-Plan/pdf/LP001_Submission_Draft_Local_Plan.pdf

⁵ <http://www.reading.gov.uk/businesses/planning/planning-policy/general-information-on-planning-policy/sci/>

1.6 HISTORIC CONTEXT

The wider site occupies a unique position in the history of the town, although until now, this has declined in importance as first ecclesiastical, and later transport, retail and commercial foci in the town have drifted northwards.

Historically, the wider site was the epicentre of the town’s development. The old Saxon Borough of Reading was centred on the Old Market and Old Street (the original name for St Mary’s Butts) where the two main roads (Oxford to Winchester and London to Bath) crossed the lowest bridging point of the River Kennet around which the town grew.

The Castle Street/Gun Street/Bridge Street/St Mary’s Butts cross-roads, would have been a busy centre of life in Saxon and medieval times, centred on the market, St Mary’s Church and the churchyard. Hence some of Reading oldest surviving buildings (and pubs) are visible features of this historic legacy.

The Domesday Survey for Reading, undertaken in 1085-6, described the area as a large estate formerly held by King Edward and a church and estate held by the Abbot of Battle, evidence of a thriving urban community in the eleventh century.

The foundation of Reading Abbey to the east of the town in 1121, resulted in a shift of economic balance from the area round St Mary’s Butts to the gates of the Abbey. This was also a shift from the unplanned original centre of “Old Street” (St Mary’ Butts) to a more planned new centre towards the end of “New Street” (now Friar Street), incorporating a large new market place and a grid of streets between Friar Street and Broad Street. London Street and a new bridge over the Kennet were part of this plan.

During the medieval period Reading developed rapidly, based on the manufacture of woollen cloth, leather

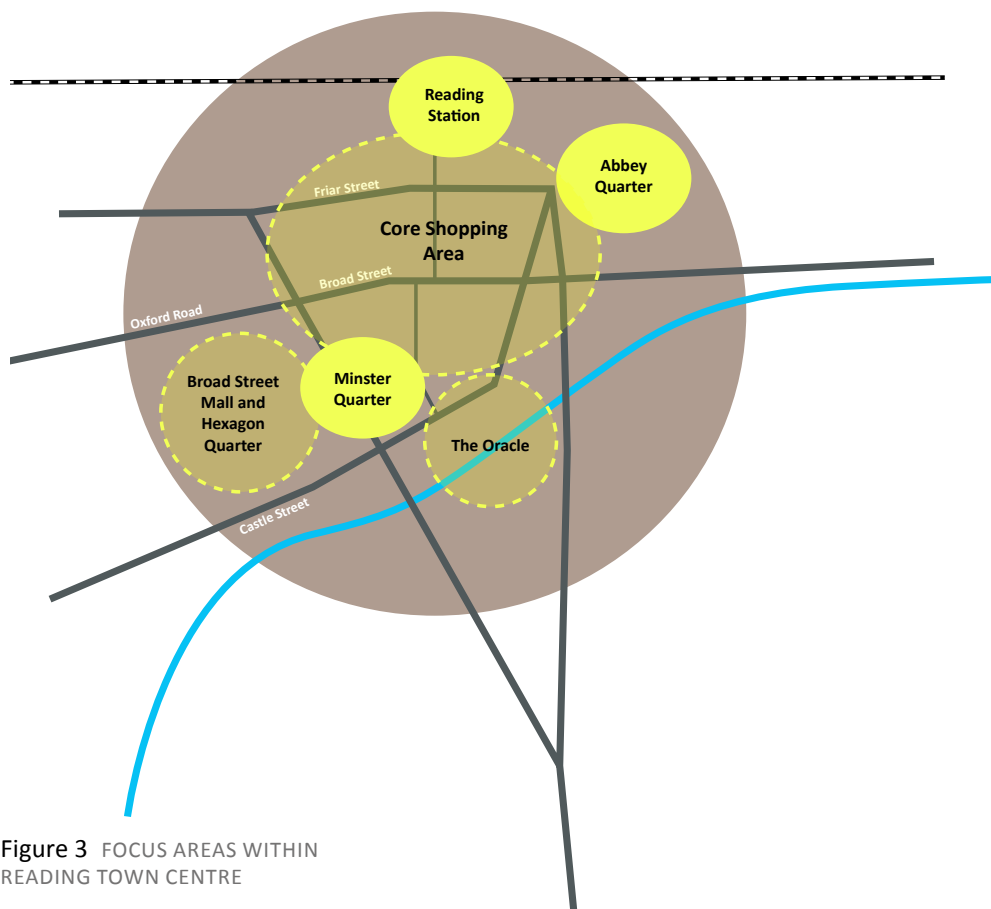


Figure 3 FOCUS AREAS WITHIN READING TOWN CENTRE

goods and silk weaving. This was encouraged by its good location on the crossing of major historic land routes, and by the proximity of the two waterways – the River Kennet and the River Thames.

The town was mostly contained within the medieval limits of the ‘triangle’ until the end of the 18th century when the town began to expand as a result of improved transport links and industrialisation.

The most significant changes to Reading’s historic street pattern (and those which redevelopment of the site may allow to remedy) are fairly recent, and were caused by the construction in the 1970s of the Inner Distribution Road (IDR) around the western and southern parts of the town centre.

The newer 1970s redevelopment of the Police Station/Magistrates

Courts/ Hexagon/Broad Street Mall and, later, The Oracle Shopping Centre, enclose the site periphery, but also present the redevelopment mechanism whereby it will be possible to re-discover the historic nature of this area of town and afford it the investment that, save for the 1970s, it has been lacking for the best part of a millennium.

The regeneration of the Hosier Street/ Broad Street Mall area, will allow for the rediscovery of St Mary’s Church as the southernmost landmark building within the perimeter of the IDR. This will become the focus for a revitalised public realm, and create a new townscape that repairs aspects of the historic streetscape to the west whilst defining a new urban quarter, representing a unique opportunity to reinstate the historic ‘triangle’ of Reading’s urban structure, and develop a destination for metropolitan living.



Figure 4 MAP OF 'REDDING' BY JOHN SPEED, 1611



Castle Street in 1890



St. Mary's Butts in 1912



St. Mary's Butts in 1887

Image source: ¹ https://en.wikipedia.org/wiki/Reading,_Berkshire; ² https://commons.wikimedia.org/wiki/File:Castle_Street,_Reading,_1890.jpg;

³ <https://www.getreading.co.uk/lifestyle/nostalgia/pick-past-st-marys-butts-6240898>; ⁴ https://commons.wikimedia.org/wiki/File:St._Mary%27s_Butts,_Reading,_1887.jpg

1.7 SITE CONTEXT

The wider site presents both an opportunity and a constraint to redevelopment. The immediate environs of the Broad Street Mall/ Hosier Street area, represent one of the largest brownfield regeneration opportunities in the town centre, the largest, certainly within the IDR, and a significant area for growth within Reading and the Thames Valley as a whole.

The historic context of the site as outlined above, presents a rich tapestry of architecture and building frontages to respond to, but requires a sensitive response and the best possible architecture to succeed.

Good architecture responds positively to its context. Therefore, understanding the constraints and opportunities presented within the site is a critical element of achieving sustainable regeneration.

The primary constraints include:

- Noise and severance along the IDR to the west
- High percentage of historic buildings and sensitive townscape
- Views and vistas towards St Mary’s Church
- Areas of blank frontage associated with the Broad Street Mall, Magistrates Courts and Police buildings
- Bus movement through the area
- High concentration of pedestrian movement to the north and through St Mary’s Butts
- Land depression/excavation of basement area beneath the former Civic Centre podium
- The existing market

A number of the above can also be considered opportunities, to which it will be possible to positively respond. Additional opportunities include:

- Inclusion of the site in Reading’s western cluster of tall buildings as per existing policy
- The historic focus of the area as the origin of the town, and the associated medieval frontage
- The ‘forgotten’ space of St Mary’s churchyard
- Handsome building façades along Castle Street
- Creative articulation of building ‘crowns’ at upper storey levels
- Generous street width along St Mary’s Butts
- Pre-existent car-free areas along Hosier Street/Düsseldorf Way
- High levels of public sector land ownership
- Willing and engaging landowners with appetite for regeneration and redevelopment
- Highly accessible public transport location

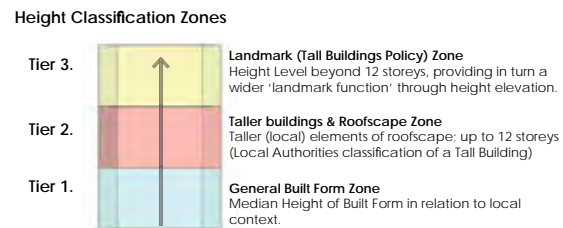


Figure 5 EXISTING ‘MEAN’ HEIGHT DIAGRAM AND TALLER BUILDINGS INDICATING BUILDING ‘CROWN’ CHARACTERISTIC

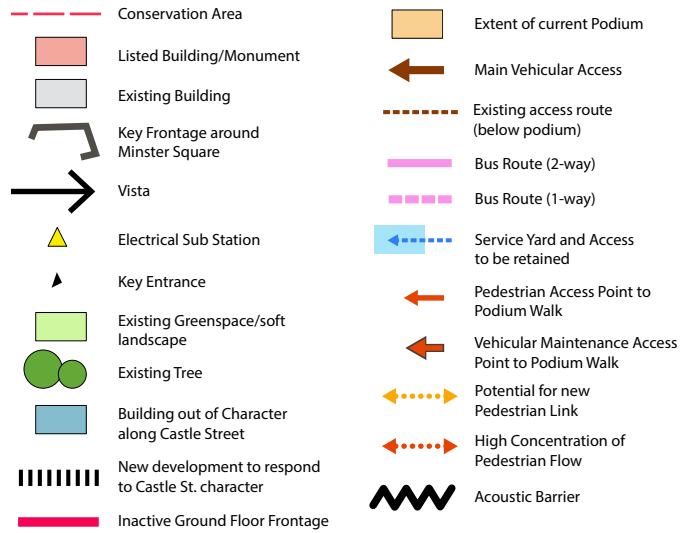


Figure 6 SITE CONSTRAINTS DIAGRAM

2. THE MASTER PLAN

2.1 PUBLIC REALM LED MASTER PLAN

The driver behind the redevelopment of the Hosier Street/ BSM area of Reading is to create a new destination from the void created by the demolition of the former Civic Centre and repair the fractured fabric of the peripheral townscape in the location.

The area houses some of Reading's oldest and greatest buildings, 1970's shopping centres, and municipal infrastructure, and was previously the centre-piece of the 'brave new world' of the 1960's and 1970's town regeneration.

The master plan is therefore both a celebration in retrospective, as well as a progressive strategy for re-integrating this former architectural set-piece, more robustly and sustainably into the town centre of the future.

Key to the success of this will be the extent to which the master plan is lead by, and delivers on, the creation of a

new public realm for the community to adopt as one of the most inclusive, safest and flexible pieces of townscape in the Thames Valley.

Towns and cities are best and most frequently experienced at the street level. The master plan, as a multi level environment will need to work harder than most to ensure that quality and safety of public and private realm are provided at the upper levels of podium on BSM, as well as the service areas below podium, plus everything in-between.

The 3 dimensional master plan that acknowledges the ambition of land owners (including RBC) to deliver tall buildings, necessitates a particularly high quality approach to design at street level.

In part, this will be achieved by leveraging value from the existing heritage assets on the site, creating a network of open spaces and destinations that seeks to work with the wider planning and distribution

of uses in the town centre, and which establishes a new profile for Reading alongside existing investments.

The development of the site will focus on providing a distinctive, high-quality multi-functional place within the western area of Reading's Central Core. The area will convey its own unique character and sense of place as a tall and dense urban quarter, whilst retaining historical associations and conserving or enhancing the adjoining Conservation Area in a way that strengthens local identity and where possible re-knits the street pattern back into the surrounding area.



Figure 7 HISTORIC STREET PATTERN IN 1900 (BEFORE IDR)

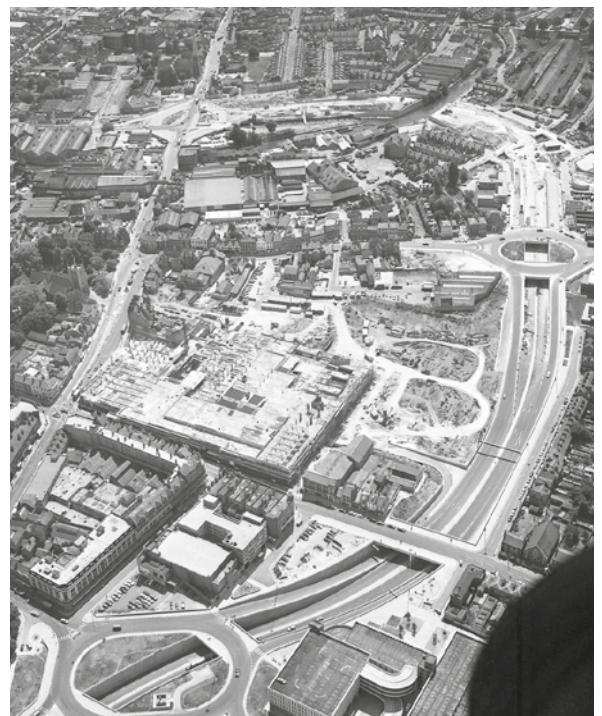


Figure 8 1970'S INTERVENTION (CIVIC CENTRE, IDR)

2.2 MASTER PLAN RATIONALE

The site has much to offer in as far as it occupies a major parcel of mixed-use land between the more specifically retail core of the town centre, and adjacent infrastructure/residential areas.

Consequently the pressure for quality public realm, new squares and spaces, and linkages thereto, resulting in a reconnected piece of townscape, is considerable.

The master plan rationale therefore, requires a solution that is greater than the sum of its parts. The strategy of quality buildings, around a network of squares, streets and spaces is greatest when delivered as a whole.

The master plan seeks to ‘borrow’ from heritage assets and adjacencies. Thus the churchyard of St Mary’s becomes the largest new greenspace in the town after Forbury Gardens, Düsseldorf Way becomes the key street

access linking the visual accents of the Hexagon Theatre and St Mary’s Minster, and Queen’s walk becomes Reading’s answer to the New York High Line aerial park and restored greenspace, maximising the value of this under celebrated space.

The range of block sizes seeks to tread a balance between the desire to reinstate the lost historical street pattern, and allow for larger, deeper format perimeter blocks to support town centre residential uses and above and retail at ground floor.

The site should be a place of discovery, where views and vistas both hold, but also lead the view, mixing grand avenues, with smaller, intimate lanes and spaces which will become the town centre streets for the communities of tomorrow.

Interfacing with almost all of Reading’s major communication arteries, the master plan will provide a ground-plane resource for a larger draw of citizens,

and at the upper levels, the site will make a valuable contribution towards Reading’s skyline and longer-term city-status aspirations.

Consequently, the redevelopment will add significant value to the town on a host of levels, establishing ‘community capital’ as the metric against which this success is measured. This will ensure the necessary balance between building heights, quality of materials, density, space afforded to the public realm and an affordable, dynamic and inclusive place to live and work.

The development will need to work harder than most to make financial contributions to the ambitious programme of public realm measures, and the scale of development will need to increase beyond historic growth.

The master plan framework combines quantum, mass and space to deliver this programme, whilst respecting the sensitive nature of the surrounding areas.



Figure 9 REDEVELOPMENT OPPORTUNITY



Figure 10 FRAMEWORK MASTER PLAN



- 1 Magistrate Site
- 2 Thames Valley Police Site
- 3 New Minster Square
- 4 Hexagon Plaza - flexible events space at podium level
- 5 Tower Square
- 6 Minster Place
- 7 Gun Street Square
- 8 Queens Walk 'Greenstreet'
- 9 20 storey residential landmark tower located on IDR
- 10 Vista to Landmark / Corner
- 11 Potential Areas for Local Market
- 12 New Lane Connection
- 13 Shoulder height set backs along Conservation Area/Castle Street
- 14 Indicative BSM Development
- 15 Residential with generous balconies and Garden Courtyards
- 16 5 storey mixed use block (commercial on ground floor, residential on upper floors)
- 17 7-9 storey mixed use block (commercial on ground floor, residential on upper floors)
- 18 6 storey residential block
- 19 Potential/opportunity for future bridge link
- 20 Direct pedestrian route
- 21 1 - 1.5 storey retail pods or permanent 'market stalls' wrapped around Sub Station
- 22 Vehicular (restricted) access possible
- 23 Improved entrance situation to the Hexagon... making it part of Hexagon Plaza
- 24 Improvements to pavements, carriageway and bus stops around BSM
- 25 Activation of southern facade along Dusseldorf Way/Hosier St. Provide spill out space for restaurants/cafes
- 26 Potential for outdoor space at the Hexagon lower ground floor level (below podium level)
- 27 Reduce the impact of the IDR to the development area in terms of noise, pollution, and visual intrusion. Consider acoustic barriers as part of the underground car park structure along the IDR edge.

2.3 CHARACTER AREAS AND KEY COMPONENTS

The architecture and historic evolution of the site can be reasonably proportioned into three character areas. Between them, they contain some of Reading’s oldest buildings, the first large-scale shopping mall to be built in the town, and the former civic and municipal quarter.

Consequently, each of these lends itself to an alternative approach which is, (respectively) to:

- a) Conserve
- b) Enhance and refurbish, and
- c) Redevelop

The master plan will seek to preserve these differences in character, whilst unifying the wider site into a whole area regeneration opportunity.

Specific attributes for these character areas are described below:

Hexagon Quarter

Hexagon Quarter will be a distinctive, dense and high-quality multi-functional urban quarter within Reading’s Central Core. The site will provide a unique character and sense of place that will be unified by a high quality public realm.

The urban pattern of streets and blocks builds on existing connections and forms new links to make this quarter an integrated piece of townscape.

Minster Square

Minster Square, the oldest part of Reading, will be enhanced as a public square and open space within its historic setting. Development will contribute positively to conserving and enhancing the adjoining conservation area in a way that strengthens local identity.

Particular attention will be paid to protecting and enhancing the listed St Mary’s Church and its churchyard setting as public realm/open space to serve the development of the area. St. Mary’s Butts will be brought into the square setting and improve the functionality of this street as a place for local markets.

3 - St. Mary’s Butts / Oxford Road

The streets and edges along Broad Street Mall will be enhanced to provide a coherent public realm, which will link the Development Framework Area to the remainder of the Town Centre and create a seamless appearance.



Indicative perspective view from Minster Square



Indicative perspective view from south

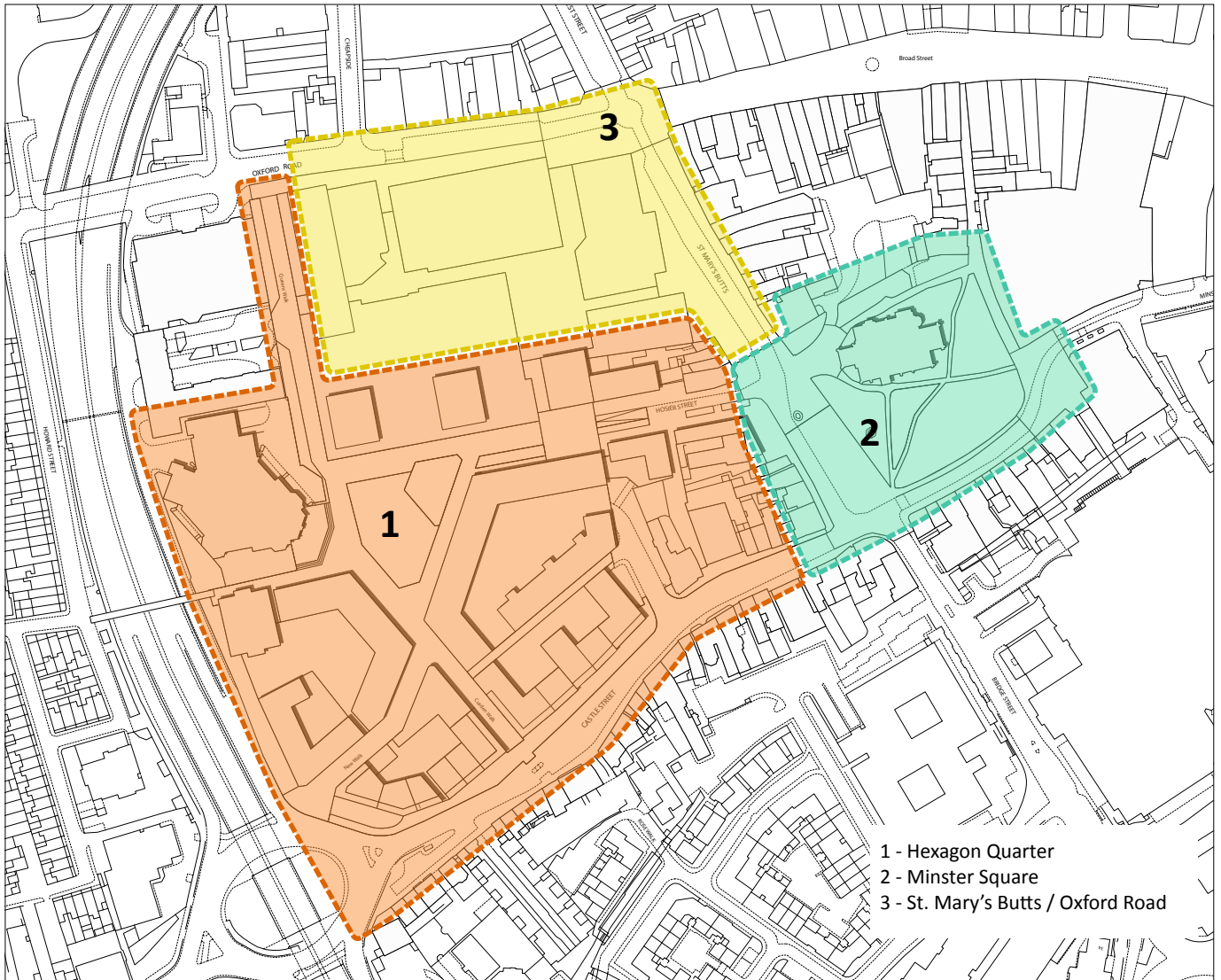


Figure 11 CHARACTER AREAS



Indicative perspective view from Castle St. roundabout



334 Indicative perspective view axis between Hexagon and Minster

3. PUBLIC REALM PARAMETERS

3.1 GENERAL PRINCIPLES

The Central Area of Reading has very limited open spaces and public realm and the site should ensure public open space is multifunctional and high-performing. Much of the open spaces and public realm in the Central Area

is also in need of enhancement and new development should contribute to providing high quality open space as part of their development. The public realm/open space strategy for the development will require:

- Areas of open space and interconnecting public realm to be well designed, functional, adaptable and capable of efficient maintenance. These spaces must be designed to ensure a vibrant, lively and thriving public realm.
- The public spaces will provide both a place to stop and reflect, while also acting as an important network of thoroughfares.
- Development to improve and enhance St Mary's Butts as a multi-functional shared public space that manages buses and other traffic within a shared surface area and integrates with an extended open space area including the graveyard, the churchyard, associated open areas and the historic structures in St Mary's Butts.
- The (possible) removal of the disabled/temp car parking from Hosier Street to provide a new shared surface market space.
- Private communal amenity areas within developments that also provide some visual benefits and sense of openness within the development.
- Significantly enhanced existing routes including Queens Walk and Düsseldorf Way as active multi uses spaces with high quality landscape treatment that mitigates against uncomfortable micro climatic impacts. Each space should have it's own distinctive character – soft landscape for Queens Walk and hard landscape (reflective of Düsseldorf's cobbled 'Altstadt') for Düsseldorf Way.
- Welcoming shared surface streets at podium level and that relate to the surrounding development in terms of active frontages and entrances and include appropriate lighting improvements. New streets should be comfortable and appropriate for their localised use in terms of wind/microclimate considerations
- Two principle 'pedestrian crossroads' within the development: the westerly junction will be to the south-west of the entrance to the Hexagon Theatre and the easterly one shall be within the open space park. Development shall front these key junctions and not intrude on sightlines, thereby maintaining legibility and way-finding throughout the development
- The new shared surface market space is likely to be restricted at its junction with St. Mary's Butts where the electricity sub-station is likely to be retained. There is potential here for the market to more visibly re-connect with the street pattern in this area, via hard surface improvements and could potentially mirror the triangular area to the west of The Minster, opposite. This area should include facilities to enable higher quality stalls to be erected quickly and then removed to allow this area to be used for other activities when the market is not operating. The tea hut could be relocated into this space into an enlarged kiosk with long opening hours, to help to animate this space.
- Designs that utilise existing trees as far as practicable. New street trees should be planted into the ground wherever possible, but where over the podium, planters or tanks should be used.

DESIGN CODE

Development proposals will need to include details of layout and landscaping for all the areas of public realm to produce high quality streets and spaces that can be used by all members of the community. This will include proposals for hard and soft surfacing, tree and landscape planting, street furniture including seating and facilities for safe children’s play, signage, lighting, public art, interpretation boards to explain the history of the area and how the new development links back and connects to and/or rediscovers that history. Many of these elements will need to be considered as part of the development of a design code for the whole area which will be prepared and agreed as part of the first applications for development of the framework area. The design code will also cover building materials, architectural detailing, etc., with the intention of ensuring a high quality and coordinated approach to the detailed design and finishes for the area.

MATERIALS

Reading town centre features a strong palette of paving and hard landscape materials defined in the late 1990’s and carried forward to this day. The combination of red brick paviors and granite detailing is a robust and recognisable hallmark of the town centre.

There is an ambition to more fully integrate the wider site area into the same, or similar palette, continuing to employ the same materials, although with variation around form and scale or paving units.

Complete reinvention of a new palette for the site should be avoided, although materials should respond to a hierarchy of movement, i.e. the best materials for the slowest and most discerning movement users with highest quality materials for pedestrian and cycle areas.

Paving types should be consistent for areas of primary routes, and change at key junctures, such as main spaces and movement nodes. Where possible, and expressed through a continuity of materials, pedestrian and cycle movement should be prioritised with materials continuing onto and through vehicle carriageways.

STREET FURNITURE

Much of the street furniture in the town reflects the high percentage of Victorian architecture in the town centre, and this traditional approach contrasts with contemporary architecture and the regeneration of the Broad Street Mall/Hosier Street area. Consequently, a fresh approach to street furniture could be taken to the wider site, reinforcing the individual character of specific spaces (especially the area around St Mary’s Church, and the Hexagon), but ensure integration across the site as a whole.

This will necessitate different developers and land owners, agreeing and working to a common palette and site wide public realm code.



Indicative examples for public realm treatment

LIGHTING

Lighting will be expected to provide good levels of safety and performance to all areas. Poorly lit areas should be avoided and applicants bringing forward proposals within the area will need to provide a comprehensive lighting strategy that will need to integrate with surrounding land ownership areas.

The proposed residential areas may present a constraint to high level and excessive lighting, especially late at night, and care should be taken to achieve a balance between the amenity of residents, and the safety and functionality of the public realm.

Particular emphasis should be placed on the lighting of feature buildings, including St Mary’s Church, the Hexagon, and new towers/tall buildings on the site. Individual squares and spaces could develop an individual lighting strategy, unified via an overall approach to lighting connecting roads and streets.

PLANTING

The wider area is home to some of Reading’s greatest and most significant trees, particularly in the area around St Mary’s churchyard. These include both indigenous and exotic trees and their success over many decades or centuries of growth may prove an indicator for choice of planting street trees elsewhere.

However, it is also noted that several of these species (Indian Bean tree (Catalpa bignonioides) for example), are wide spreading trees and suited only to more generous public spaces and not the intimate streetscape envisaged for much of the area.

Street trees therefore will need to be predominately fastigate in form, although tree height need not be a constraint, with trees providing valuable cooling and shading during summer months in urban areas. Tree planting positions should be decided with orientation, shadowing and views/outlook in mind.

Additional planting, especially along the green corridor ‘highline’ route envisaged for Queens Walk, should be low maintenance, robust and drought tolerant. This may lead to the identification of grass and prairie species which work best planted in large swathes or groups for maximum effect.

In addition, planting can provide opportunities for playful interaction with the landscape. As followed in several towns and cities, edible planting strategies may be adopted and promote community gardening activity where space allows, encouraging social interaction and good neighbourhood.

MAINTENANCE

Material selection should be robust and durable, capable of withstanding vehicular traffic in areas, and avoid complex patterns or shapes that can cause issues with the replacement of materials after intervention from statutory providers.

Designs should allow for safe and continuous access to all areas of the public realm for maintenance and repair work but equally take a balanced



Indicative examples for public realm treatment

approach to the excessive introduction of maintenance corridors and access zones in the public realm that can have a detrimental effect on the achievement of quality places.

Sustainable material choices should be capable of replication and re-ordering in the case of fault/breakage, and all materials should be tested for fitness for purpose.

Where possible, low maintenance materials should be employed on both buildings and in the public realm that do not require treatment, preservation applications or complicated cleansing operations.

PUBLIC ART/PLAY

Historically, public art has most often been expressed through the ornament and decoration of great buildings, sculpture, water features and edifices such as steps and staircases in the public realm are additional elements that can make a contribution to the richness of the built environment.

As noted in the site's inclusion in the western tall building cluster, there is a requirement for high-quality architecture. This requirement places specific emphasis that where buildings meet the ground, the standard of architectural detailing needs to be particularly strong.

Public art as part of building definition and articulation can make a positive contribution to the public realm

and impression of the area as a quality destination and encourage inward investment, neighbourhood stewardship and community.

Beyond buildings themselves, public art and play should be integrated into the very essence of the public realm. This means extending beyond a 'catalogue' approach to design and specification, instead ensuring that all aspects of the street can make a contribution to forming a series of artistic pieces that are functional, playful and artistic.

Play, where specifically provided, should cater for all ages ranges (children and adult) as well as make provision for accessible and disabled play.



Figure 12 EXTENT OF PUBLIC REALM

3.2 HEXAGON QUARTER

In common with Reading's renaissance to deliver new squares and spaces, the Hexagon Quarter will be a transformative event for this area of the town.

Largely driven by new residential development with mixed uses at ground floor, the sub-podium service level void created by the Civic Centre will allow for this to become Reading's primary car-free (at least on-street) residential community, and therewith, create a new place-typology of urban living and animated residential streets at ground floor, adjacent to vibrant town-centre uses.

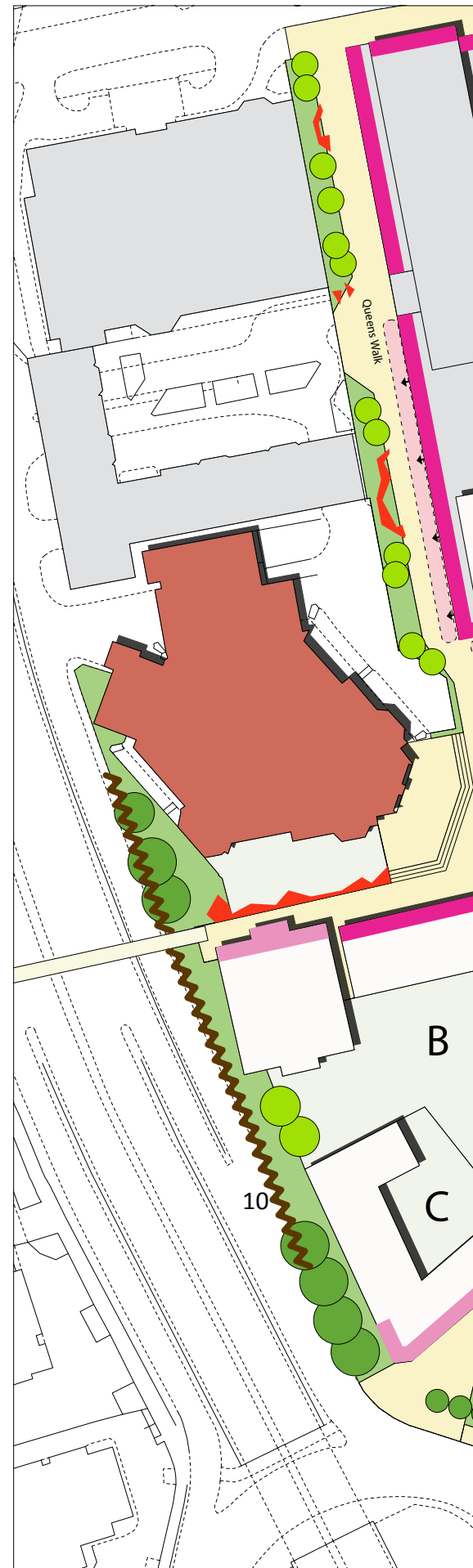
Above ground level, Hexagon Quarter will provide new tall buildings as part of the 'Western Cluster' in the RBC Tall Buildings Strategy, subservient to development at the mainline station, but nonetheless a significant landmark quarter for the town with long-range and skyline viability.

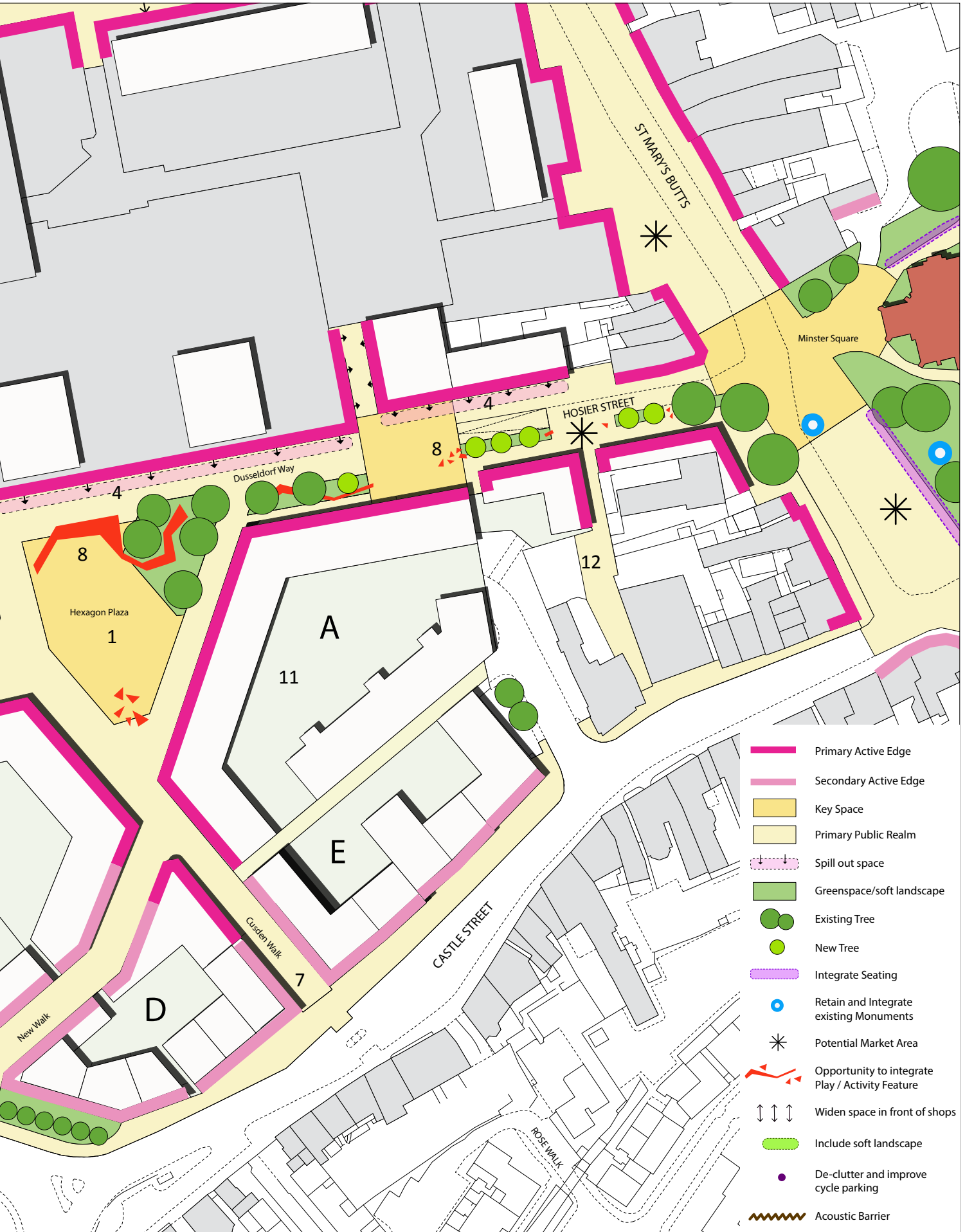
As will all areas of tall buildings in the town, additional care will need to be taken to maintain quality and reduce shading at ground level, whilst utilising materials that are safe, high quality and of lasting durability.

Public Realm Design Principles for Minster Square are as follows:

- 1 Hexagon Plaza will be at the heart of the new quarter. This space is a node of key movement routes, incorporates the main entrance to the Hexagon and is large enough to hold events. The triangle of mature trees will be retained and integrated into the new landscape design.
- 2 The entrance to the Hexagon will be improved with new broader steps leading to a more generous lower space...this will make the Hexagon part of the Plaza. The steps should be designed to allow seating and outdoor performances to take place.
- 3 A walkway at podium level should create a connection to the IDR and visual link from the Hexagon Quarter to Howard Street. There is potential for a pedestrian bridge or wider decking across the IDR to reinstate a physical link that used to exist historically.
- 4 The ground floor facade of BSM should be opened up and activated with restaurant/cafe and retail uses. The width of Dusseldorf Way and Queens Walk allow for spill out space that can capture the southerly aspect.

- 5 Queens Walk will be transformed into a greenway that incorporates extensive planting, seating and play features.
- 6 A new more direct pedestrian link will be created from Castle St roundabout. This new walk will guide people to the centre of Hexagon Quarter and Reading Town Centre beyond. The row of existing trees has been retained.
- 7 Cusden Walk will be retained in its current position.
- 8 Reading has a lack of play spaces in the Town Centre. Hexagon Quarter, being car free at podium level, has the opportunity to integrate imaginative play spaces as part of the public realm design. This can add to the sense of place and unique character of the quarter.
- 9 Due to the nature of the Hexagon a lower level space will be created along the south of the Theatre. This space should see a creative design solution as outdoor space for the Hexagon, which could include a climbing wall along the edge.
- 10 Reduce the impact of the IDR onto the development area in terms of noise, pollution and visual intrusion. Consider acoustic barriers as part of the built development, such as the basement car park. The edge to the IDR should be greened as much as possible integrating existing trees.
- 11 New urban blocks will be created with private garden courtyards.
- 12 There is potential to open up an alleyway from Hosier Street to Castle Street via the courtyard of the 'Sun Inn' pub. This would create a permeable townscape and could add to the existing character of alleyways with **339** shading.





340 Figure 13 HEXAGON QUARTER PUBLIC REALM DESIGN PRINCIPLES

HEXAGON QUARTER - ILLUSTRATIVE EXAMPLES

Landscape and Public Realm



1 Create opportunities for soft landscape along Queens Walk



2 Planting combined with seating in well defined containers along Dusseldorf Way



5 Playful combination of hard and soft landscaped areas... could be of inspiration for Hexagon Plaza



3 Maximise opportunities for soft landscape



4 Consider colour as a means of creating a unique public realm...



Play and Activity Features



1 Imaginative play features can be part of the public realm concept



5 Consider a climbing wall for the lower ground facade facing the Hexagon (below podium)



2 Bespoke sculptural play / art pieces can give a unique sense of place....possible inspiration for Hexagon Plaza/Dusseldorf Way



3 Play may include a cultural theme reflecting the Hexagon



4 Consider play and activities for all ages and abilities....



HEXAGON QUARTER - ILLUSTRATIVE EXAMPLES

Flexible Events Space



1 Consider the suitability for a variety of events in the design of spaces and architecture



2 Create spaces that allow for temporary structures ... design in flexibility



4 Consider seating steps to the Hexagon entrance suitable for performances



3 Consider change in trends... allow for a space that can change with the times. Semi-permanent structures can be removed / replaced easily without affecting the principle structure of the space



New Urban Blocks



1 Create a high quality urban living quarter with plenty of green within private garden courtyards or podium gardens (BSM), the architecture should be contemporary and allow for mix of units creating a varied occupancy



2 Consider the needs of all residents within the garden courts as well as the microclimate and visual amenity



3 Well-sized balconies or roof terraces should be a necessity for each apartment in order to generate well-being and comfort for residents

3.3 MINSTER SQUARE

Minster Square is a celebration of Reading's oldest building in continuous use for over 1,000 years. As set out under Historic Context above, St Mary's Minster occupies a major position in the historic heart of the town.

The Bridge Street/St Mary's Butts/Gun Street/ Castle Street crossroads, marks the early commercial and spiritual heart of the town, yet since first Reading Abbey, and latterly the railway, the centre of gravity pushed northwards and then westwards.

St. Mary's Minster is a magnificent building with links back to 979 AD. It is set within the context of a mature churchyard amidst spectacular trees and ancient stones.
















Although clearly a special and sacred space, the combination of Minster, medieval frontage and greenspace, could combine to reinstate one of the town's forgotten, yet greatest spaces, enhancing public realm and carefully reconfiguring this as a 'new' square.

The public realm design principles for Minster Square are described below:

- 1 Create a square/focal space in front of St. Mary's Church. A coherent paving should run across the street to link into the Hexagon Quarter. The Victorian Fountain must be retained and integrated into this space.
- 2 The widest part of St. Mary's Butts should see a re-configuration and consolidation of movement routes to reduce traffic impact and create a space with greater functionality. A new market square should

be created along the western churchyard wall offering a new and more visible location for the daily market.

- 3 The existing monuments and features, such as the Victorian Fountain and War memorial will be retained.
- 4 Seating should be sensitively integrated along the existing churchyard walls. This is particularly desirable along the wall facing the new market square capturing the south-westerly aspect. The walls along the path to the north of the Minster are already used by people sitting on them... this should be formalised and enhanced.
- 5 The appearance of the service yard should be improved.

-  Primary Active Edge
-  Secondary Active Edge
-  Key Space
-  Primary Public Realm
-  Spill out space
-  Greenspace/soft landscape
-  Existing Tree
-  New Tree
-  Integrate Seating
-  Retain and Integrate existing Monuments
-  Potential Market Area
-  Opportunity to integrate Play / Activity Feature
-  Widen space in front of shops
-  Include soft landscape
-  De-clutter and improve cycle parking

Illustrative Examples



Create opportunities for seating along the churchyard wall and towards the new market square



Sensitively integrate seating along the churchyard edges



Figure 14 MINSTER SQUARE PUBLIC REALM DESIGN PRINCIPLES



Re-configure the movement routes along St. Mary's Butts to integrate a new market square



Provide a new pavement for Minster Square that enhances its historic importance, aids pedestrian priority and calms traffic.

3.4 ST. MARY'S BUTTS / OXFORD ROAD

Rounding off the site and presenting a northern facade to the existing town, the primarily public realm enhancements to both St Mary's Butts and the Oxford Road, will be a welcome refresh to an area dominated by tarmac and service vehicles.

Widening pavements, and integrating a palette of materials common to the new quarter as a whole will strengthen the integrity of the site and encourage footfall from the main east west route of Broad Street/Oxford Road.

Smaller squares at road junctions and a redefinition of streets as spaces, achieved by widening and decluttering, will contribute to enhancements in this area, and lead to a recognition of the significant investment above ground.

The public realm design principles for St. Mary's Butts / Oxford Road are described below:

- 1 The northern edge of BSM is currently constrained by the location of bus stops along Oxford Road leaving little space for pedestrians and no spill out space for retail units. The footpath should be widened and bus stops located within the carriageway.
- 2 The public realm of the junction of Broad Street/St Mary's Butts has potential for some improvement. Soft landscape, unified street furniture and formal cycle parking should be provided. The removal of the railings and signal posts should be explored.
- 3 The pavement to the east of BSM should see a continuation of material from the south of St. Mary's Butts. Space for market stall should be retained.
- 4 The pavement west of BSM feels undefined with street clutter and pinch points. Improvements to bus stops and routing should be explored to create a more continuous public realm along this street.
- 5 Improve street surface, pavement and bus stops along Oxford Road.



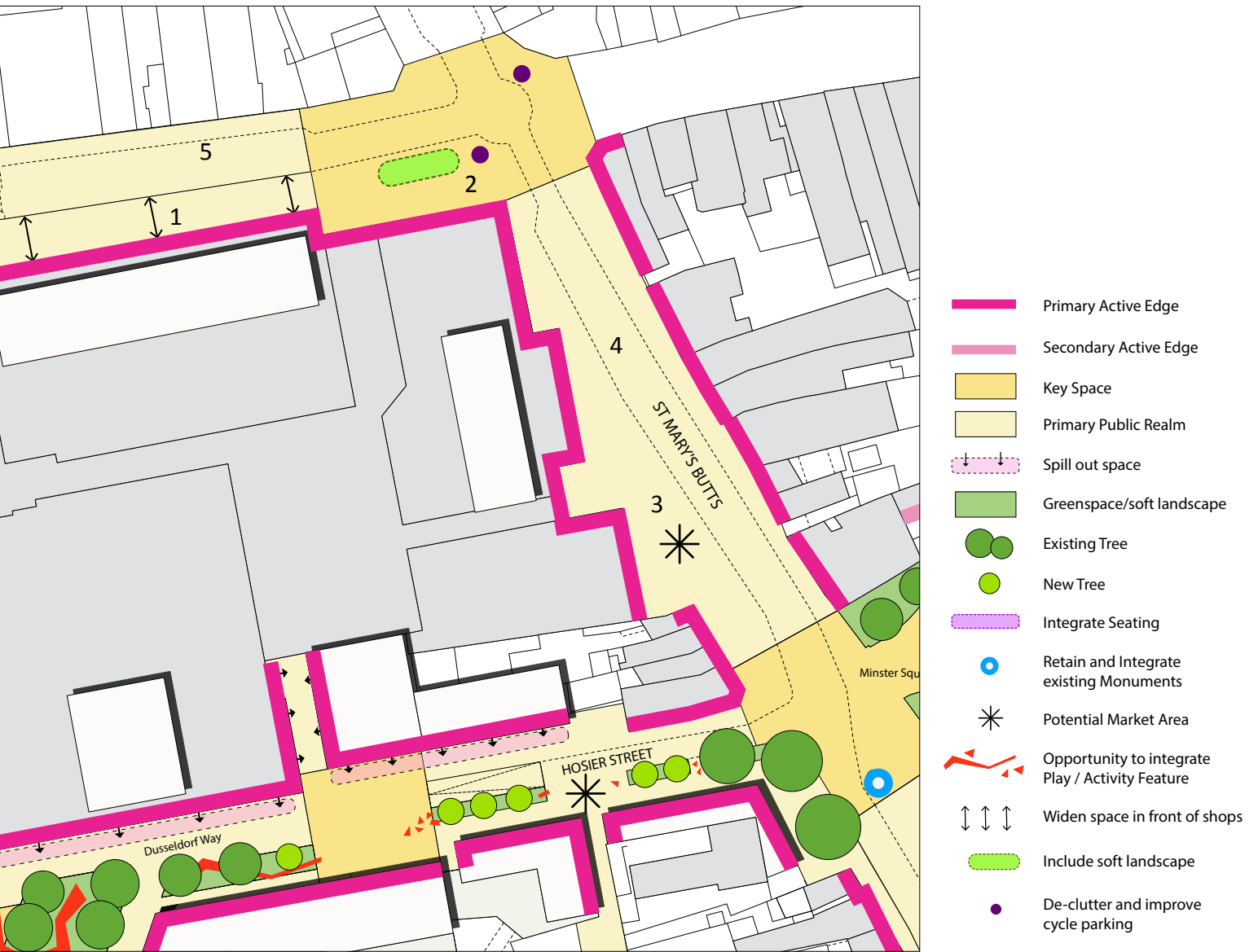
Illustrative Examples



Consider combined Planter and seating units



Larger trees would have more impact



Small landscape space with seating



Simple clutter free, timeless cycle hoops



4. MOVEMENT PARAMETERS

4.1 PEDESTRIAN CYCLE MOVEMENT

The development of the site shall provide legible, permeable streets and spaces, linking into existing access points and spaces adjacent to the site and investigating, where possible the reinstatement of the historic street pattern of the area including the repairing and forming new links to Castle Street. This includes examining the potential to link the development area to the Baker Street/Howard Street area to the west of the Inner Distributor Road (IDR). This could be via a new pedestrian/cycle bridge or other form of decking over the IDR provided as part of the development.

The development of the area should also look to enhance links to the west of the IDR for both pedestrians and

cyclists to provide better access to the facilities and attractions within the development area. The development of the area should also look to enhance links to the other parts of the Town Centre for both pedestrians and cyclists.

Pedestrian/Cycle movement principles should aim to provide the following:

- Access within the area by foot and cycle will be improved and barriers to this improved access will be overcome;
- Provision of an accessible and welcoming street pattern to pedestrians and cyclists, successfully linking and integrating with the surrounding areas, both visually and physically;
- Provide enhanced access to the

Hexagon and its environs;

- The removal of the present market storage area will provide an opportunity to open up a new route from Broad Street Mall, southwards to link into Castle Street via the Sun Inn yard area;
- Upgrading of the pedestrian/cycle surfaces and re-surfacing of Hosier Street as a shared surface which acts as an entrance to the Hexagon Quarter linking to spaces and public realm within the development area;
- Provide new shared public realm for pedestrians/cyclists at the podium level throughout Hexagon Quarter, providing north-south links to the Mall, Queens Walk and

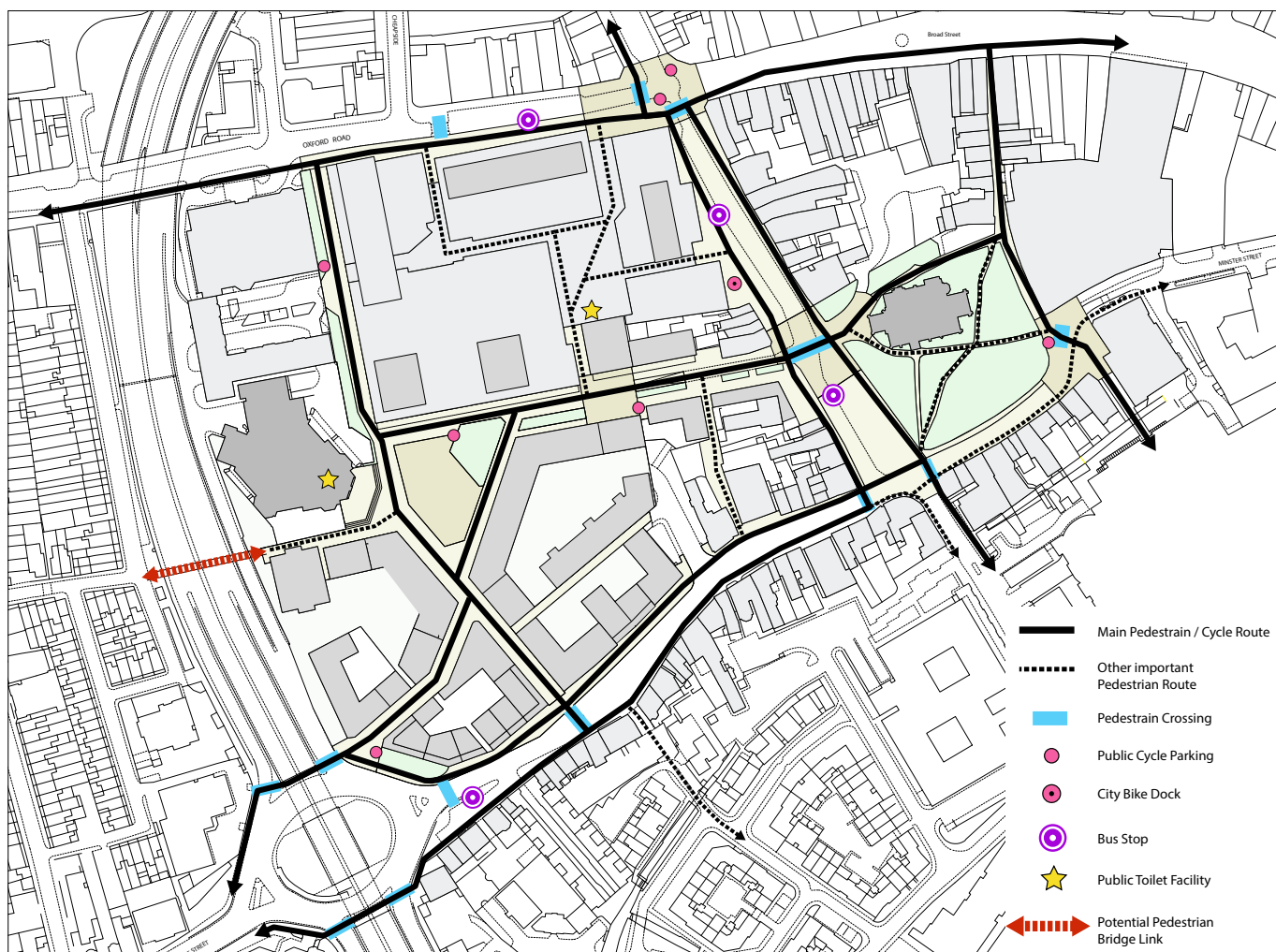


Figure 16 PEDESTRIAN CYCLE MOVEMENT DIAGRAM

linking through at various points to Castle Street;

- Permitted cycle access throughout Hexagon Quarter.
- Development shall deliver improved pedestrian connectivity between the basement and podium levels, for pedestrians and

cyclists and those with mobility difficulties;

4.2 VEHICULAR MOVEMENT

The principles for vehicular access build upon the existing routes and access points creating public vehicular access to the edges of the Town Centre, but limiting vehicular access within the central areas to taxis, buses and servicing/emergency vehicles.

The existing undercroft parking and servicing zones (under the podium level) will be utilised and enhanced to provide residents and customer parking areas and delivery/service zones to cater for the development area.

Vehicular movement principles should aim to provide the following:

- Development in the area will benefit from and contribute

towards forthcoming major transport improvements;

- Provision of a new shared surface enhancement of St Mary’s Butts which remains a primary bus route and dropping off point.
- Integrate bus stops into the public realm in a way that minimises a negative impact onto the environs of public spaces. This is particularly important along St. Mary’s Butts and the space close to Reading Minster.
- The existing access/service road linking Castle Street with the multi-storey car park to the Broad Street Mall and exiting onto the slip road off the IDR should be maintained. Opportunities should be taken to enhance pedestrian access and the environment of the road;

- Limited vehicular access to the Hosier Street area primarily for servicing only.

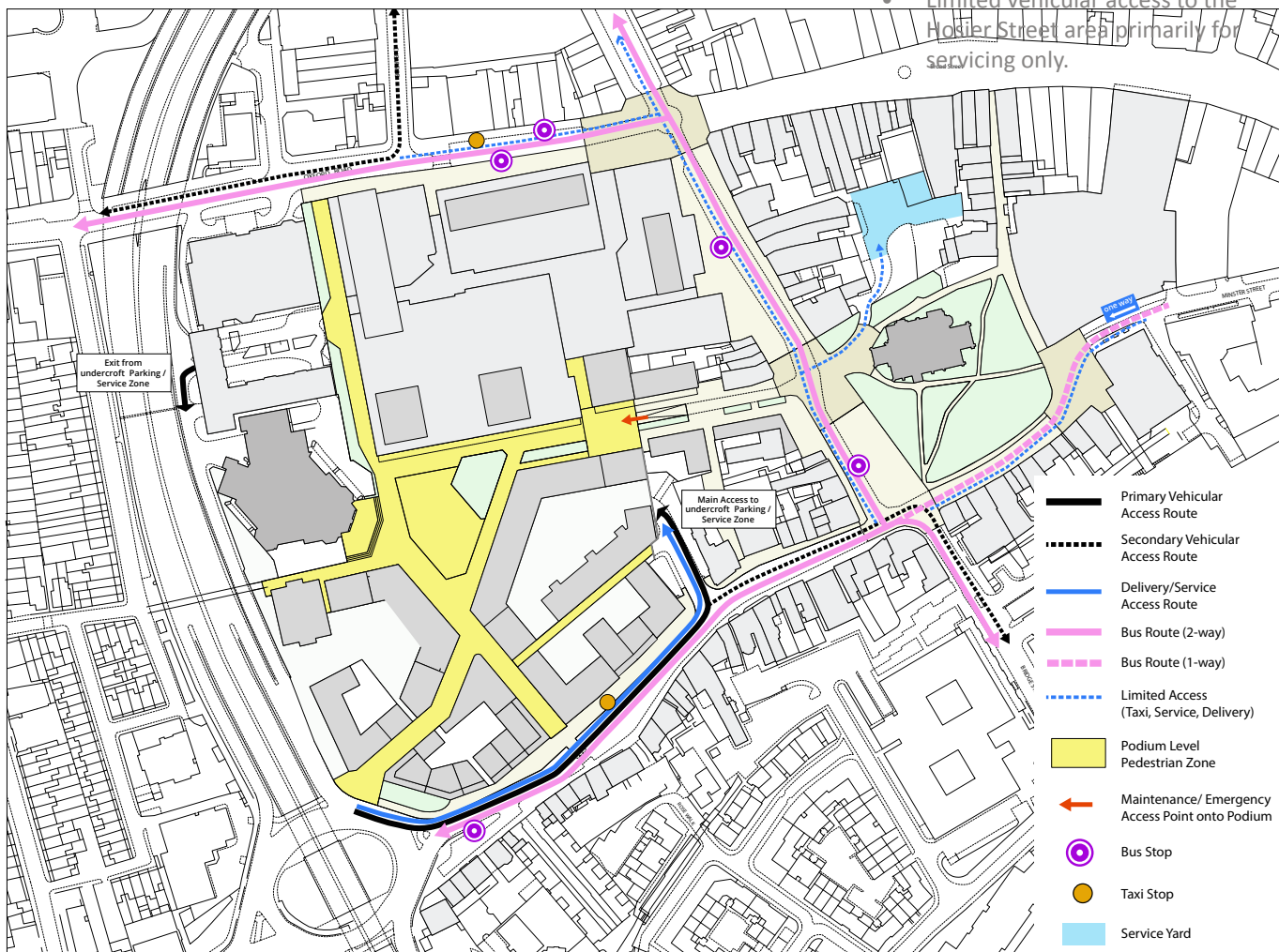


Figure 17 VEHICULAR MOVEMENT DIAGRAM

4.3 CAR PARKING

The area already provides significant numbers of car parking spaces, with the Broad Street Mall Car parking providing important public car parking for the users of the town centre. The Council will be reluctant to see any significant loss of public car parking facilities in this location albeit the development above the Broad Street Mall will affect spaces within the existing decked car park and the spaces on the roof, most of which will be needed to for amenity areas to serve the proposed residential development.

New and replacement car parking will be required both to serve existing uses, new proposed commercial and

community uses and the significant new residential development that may occur in line with this framework. The following general principles apply:

- New and replacement car parking will be provided underneath the existing and any extended podium
- utilise the existing vehicular route for access
- Where located adjacent to the IDR, these car parking structures should be utilised to provide a barrier to noise

- Car parking areas should be naturally ventilated, as feasible
- There should be no parking at or above the existing podium level.

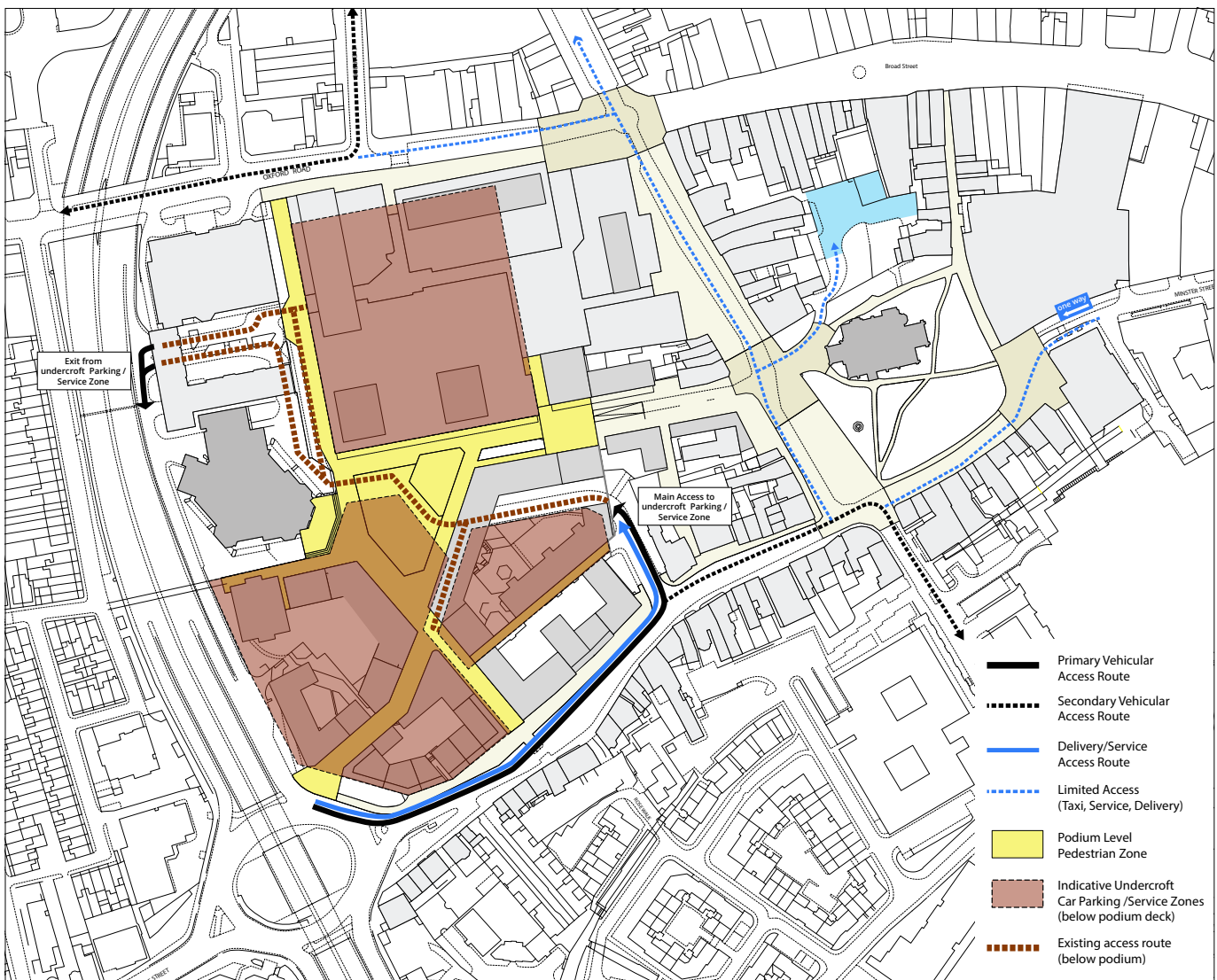


Figure 18 PARKING DIAGRAM (INDICATIVE)

POLICY REQUIREMENT

Car parking for new development should be provided in accordance with Policy TR5 in the Submission Draft Local Plan:

CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING: Parking standards are contained in the Council's Revised Parking Standards and Design SPD¹. This notes that for town centre sites such as in this location, relatively low levels of parking provision will be acceptable. Any additional parking provided to serve new development will need to be carefully designed as part of schemes with access off the lower level access road. The policy also requires that such parking is capable of providing electrical charging points.

The site lies within Zone 1 of the car parking zonal system where because of the accessibility to the transport hub in the central area, car parking standards can be relatively relaxed. The SPD provides indicative standards for car parking provision but in practice, the council will accept lower levels of provision. The Council will expect any application to be accompanied by a Travel Plan, which will include encouragement of car club vehicle usage with the provision of spaces to accommodate vehicles owned by such clubs. Parking provision should also give consideration to taxi parking and provision for dropping off.

The Revised Parking Standards and Design Supplementary Planning Document also sets out standards for the provision of:

- Delivery and Servicing
- Cycle & Motorcycle/ Moped Parking
- Accessibility Parking including Disabled Parking provision
- General Parking Design and Layout

4.4 GENERAL PRINCIPLES

SERVICING AND REFUSE

Developments should provide appropriate storage facilities including appropriate storage for refuse facilities to serve the development and to enable easy and safe collection from the site in accordance with Policy H10 of the Submission Draft Local Plan. Applicants are recommended to discuss refuse disposal at an early stage in the pre application process.

HEXAGON

The Hexagon Theatre will be retained and enhanced as a cultural focus within the master plan. Access for deliveries and coach parking need to be integrated into the new development proposals and remain accessible during construction stages.

MAGISTRATE’S COURT / POLICE STATION

It is likely that the Magistrate’s Court and Police Station may come forward at different development stages. Their functionality needs to be maintained during the development.

DELIVERIES

The detailed development proposals will be required to set out a delivery strategy for the various uses within the master plan.

TAXIS

There is currently no taxi rank existing within the vicinity of the framework area. With the proposed increase in mixed uses within the framework area it is proposed to include parking bays for taxis along Castle Street and Oxford Road.

FIRE AND EMERGENCY ACCESS

Adequate access solutions for fire and rescue and emergency vehicles needs to be demonstrated by the future development proposals.

¹ The current version can be found at: <http://www.reading.gov.uk/media/1065/Revised-Parking-Standards-and-Design-Supplementary-Planning-Documents-Adopted-October-2011/pdf/Revised-Parking-Standards-And-Design-Supplementary-Planning-DocumentsOct11.pdf>

5. DEVELOPMENT PARAMETERS

5.1 LAND USE AND DEVELOPMENT CAPACITY

LAND USE OBJECTIVES

The area has now lost much of its Civic function with the loss of the Civic offices and the likely vacating of the Thames Valley Police Headquarters building in the near future. However, the retention of the Hexagon Theatre (which may in the longer-term involve its replacement or enhancement) and the Magistrates' Courts means that the site retains important public facilities that complement the main attraction provided by the facilities of the Broad Street Mall.

The development of the site should maximise the value of existing and proposed public open spaces. These open spaces will provide a focus for additional retail and leisure uses within frontages to the Broad Street Mall, the Hexagon Theatre and the Magistrate Courts, but also create new spaces from under-utilised public realm in St Mary's Butts and in the Church Yard of St Mary's Minster.

The owners of the Broad Street Mall have recently invested in upgrading the shopping centre and intend to develop those facilities further. It is understood that they have purchased adjoining sites for future expansion. They have recently obtained planning permission for a pop-up facility that will include shops and restaurant/ bar facilities. In the longer term they intend to provide a cinema and other facilities within and on the edges of the shopping Centre.

The owners of the Broad Street Mall have other ambitious plans for the shopping centre and to develop significant residential development above the Mall building and its multi-storey car park. The Council welcomes and supports continued additional retail provision, with emphasis on and restaurants located around the edges of the Mall taking advantage of new public realm and open spaces. It also

welcomes and supports additions to the existing leisure provision within the area.

The development of the site will enhance St Mary's Butts as a shared space/public realm in conjunction with the churchyard around the Minster of St Mary's in order to provide an appropriate linking feature and setting between The Minster, the areas beyond the Minster, and the development site and to act as an attractive entrance to the development site.

The provision of a space of suitable size, agreed with the Council, for the Charter Market needs to be incorporated within the development area. It is possible that this might be linked to the open public realm area on the frontage of the site with St Mary's Butts. The position of the market should be within or adjacent to the thoroughfare into the site and to the entrances to the Broad Street Mall so that it provides a continuous shopping experience linking St Mary's Butts with the Mall.

While retaining and enhancing the existing civic, retail/commercial and leisure uses, the development of the site is likely to be largely residential-led although offices remains an appropriate use for this Town Centre location. Development will support retail uses at podium level, alongside new open space/park, multi-functional civic/market space and associated community facilities. The upper levels of development will create opportunities for private and affordable housing in the form of flats and possibly duplexes/maisonettes. Vertical integration of different uses in single buildings will be encouraged.

The owners of BSM currently propose the development of various blocks and towers above the existing Mall building. This could include 2/3 towers of increasing height westwards that will continue above the multi-storey car park that sits above a large part of the

Mall building. The site of the former Civic Offices and that of Thames Valley Police are likely to be predominantly developed for residential uses. The opportunities for tall buildings within these sites has been explored in relation to the various constraints affecting the site and 3-5 tall buildings of varying heights are proposed.

Residential uses should provide a range of sizes and tenures of units and meet the Council's policies in terms of the provision of affordable housing.

AFFORDABLE HOUSING

There is a high expectation that the development in the area will provide policy compliant levels of affordable housing which include high proportions of social rent and affordable rent dwellings to meet the identified needs of Reading. Developers should seek to meet the requirements in relevant policies and comply with the requirements and considerations set out in the Council’s Affordable Housing Supplementary Planning Document.

HOUSING MIX

The development of the area will provide a mix of different sized units within the development. In accordance with policy CR6 in the Submission Draft Local Plan this should comprise a mixture of one, two and three bedroom units. As a guide, a maximum of 40% of units should be 1-bed/studios, and a minimum of 5% of units should be at least 3-bed units.

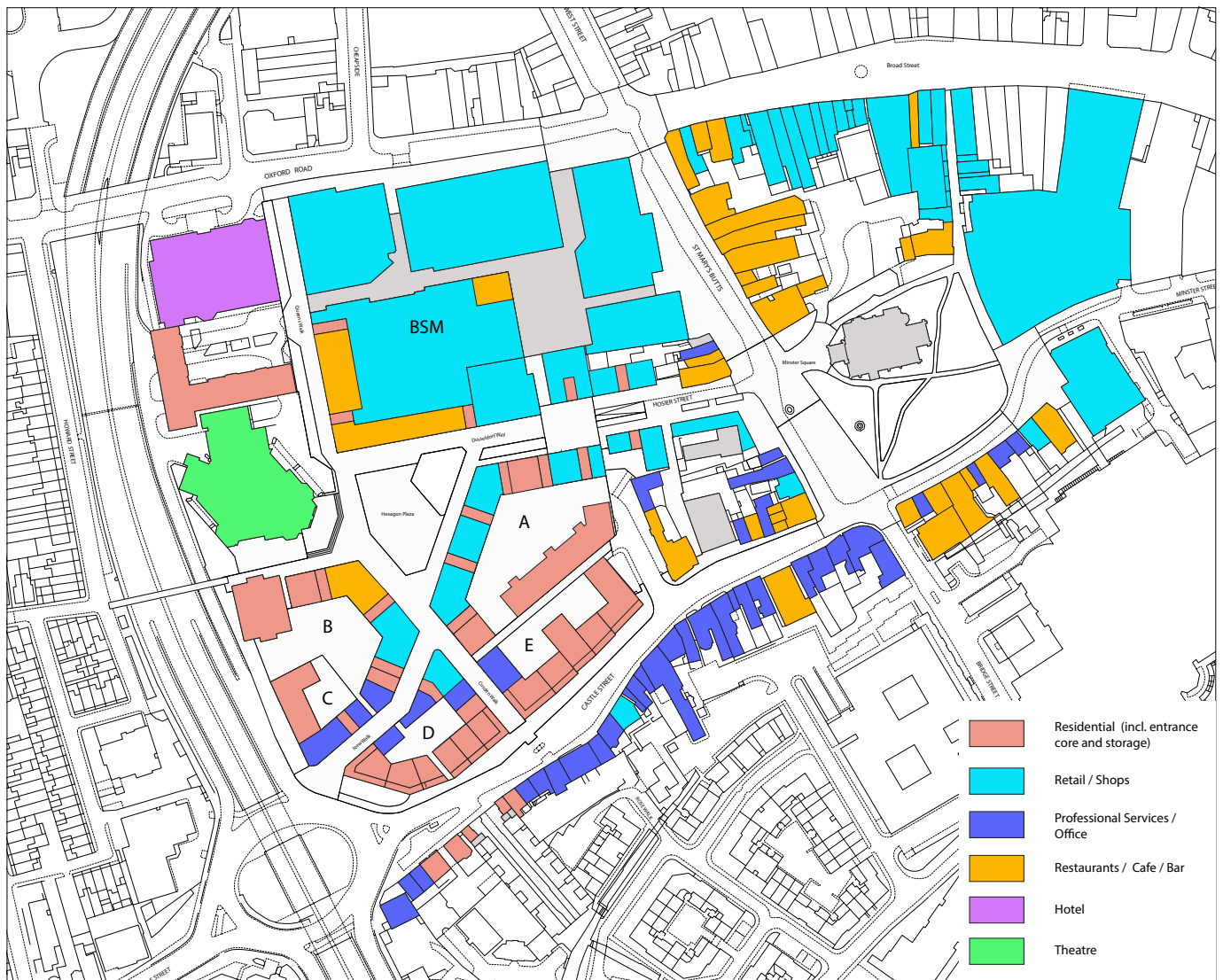


Figure 19 INDICATIVE GROUND FLOOR USES (EXISTING AND PROPOSED)

5.2 FORM, SCALE AND HEIGHT

Existing building heights in, and surrounding the site, have been extracted from LIDAR measurements from purchased Zmapping data informing a three dimensional model of the site.

These have been analysed against prevailing building heights to establish a mean building height (in storeys), taller buildings, and ‘tall’ buildings, in accordance with RBC’s definition in the adopted tall buildings strategy defining a tall building in the town as 12 storeys or more.

In recognition of the “Western Cluster”, primarily focused at Chatham Street, and the existence of the 10-12 Storey Fountain House, support is given to tall buildings on this site in accordance with the approved principle that all tall buildings clusters on the town’s periphery, are to be subservient to building heights at the Station.

The master plan has been based on the principle of accommodating 2-3 tall buildings on the site, one of which falls on the former civic site, whilst the remaining 2 form new towers on the BSM upper podium level.

A nominal building height capacity of 20 storeys above podium has been arrived at, in recognition of the height of revised consents at Station Hill.

Application for tall buildings on the site should be accompanied by 360 degree townscape analysis from viewpoints agreed with RBC planning officers, and assess impact on skyline, interruption of historic views of Reading’s Church Spire, and truncation of existing views at street level.

Interface with historic buildings, especially St Mary’s Minster and the Castle Street Conservations area, will be expected to demonstrate sensitivity and appreciation for historic assets. The dominance or over-bearing of new buildings, in terms of massing, scale

and volume, in the immediate and distant sky-scape is to be avoided. The principle of a ‘grading down’ of scale and massing towards the conservation area has to be applied.

The setting back of building shoulder heights will afford some relief to building dominance and should be used along primary pedestrian and historic streets.

TALL BUILDINGS

The specific area of the Broad Street Mall/ Hosier Street area has been identified as part of the Western Cluster of tall buildings, as set out in planning policy.

The hub and spoke approach to tall buildings in the town assigns pre-eminence and dominance to the central cluster at Station Hill. Consequently buildings on the site will need to perform a supporting function to the central cluster at the station.

This is primarily to be achieved through a capping and monitoring of building



Figure 20 BUILDING HEIGHTS PARAMETER

heights to ensure that these are subservient to consented buildings at Station Hill. Applicants promoting tall buildings in the site area will be required to provide 360 degree views analysis (from viewpoints agreed with RBC planning officers) to demonstrate the impact on Reading’s skyline and fit with adopted tall buildings policy.

Additionally, primacy of a central tall building and supporting tall buildings providing a stepped transition to the high point is the preferred configuration for tall building distribution within the site and takes into account:

- The high percentage of listed buildings locally, especially;
- St Mary’s Grade 1 Listed Church and views thereto
- St Mary’s Grade II* Listed Church (on Castle Street)
- Adjacent residential development in the Baker Street Area across the IDR
- Shading and overshadowing of proposed residential development within the site
- Shading and overshadowing of proposed public realm within the site

PROPORTION OF TOWERS

The proposed concentration of (up to) 4 tall buildings within the site, will require a coordinated approach to building height and form across all applications/ land ownerships.

Existing building clusters in the town to the east (Kings Point) and to the west (Chatham Place) currently feature planned/completed buildings of up to 19 storeys. A threshold of 20 storeys above podium is considered the maximum permissible height for tall buildings generally within the site and this should be considered as a maximum to which other buildings step up to.

It is accepted that buildings above the podium on the Broad Street Mall will increase overall building heights above this level. However, an approach which considers the datum for measuring building heights beginning at podium in this location, is considered acceptable and will self-regulate an overall hierarchy of building heights across the wider site.

Within the accepted building height envelope, individual structures should seek to achieve efficient floor plates but avoid excessive mass. Slender building forms are encouraged, for reasons of overall skyline appeal, reduction of overshadowing and improvements to distances between blocks.

All buildings should be designed to meet the ground and express their singularity as building elements, as well as communicate as a group, utilising similar and complementary materials.

STREET WIDTH TO BUILDING HEIGHT RATIO

Prevailing building heights within the wider area generally top out at six to seven storeys.

The default measure for building shoulder heights should therefore not generally exceed this limit, save for areas fronting onto primary open spaces. Additional building heights are permissible above this level for buildings that are not considered ‘tall’ in accordance with the RBC definition, but should be set back from the building line to achieve building shoulder set back.

This upper storey set back can be seen on buildings within the site, notably the upper storey setbacks of John Lewis on Chain Street, and the crenelated articulation of the upper storeys of the McIlroys building on the Oxford Road.

Consequently, buildings that seek additional height above the accepted street line should provide a rationale for building ‘crown’ design that seeks to emulate local tradition and add variety and expression to the streetscape.

TOWER SETBACK AND PLINTH

Along Düsseldorf Way, the proposed master plan for the site suggests three towers. The definition of the building plinth (the level up to podium) should be read as a defined retail edge, but not divorce itself from the extended mass of the towers above. Resolving this ambition will ensure that buildings adequately meet the ground, but that the double-height scale of the ground floor can provide presence and interface with the street.

Consequently, towers in general should be read as a whole, and not seek to break the vertical flow of the building form, whilst maintaining activity, function and interface with the street.

This approach allows for the exploration of buildings with a bottom, middle, and top (although artificial ‘topping off’ of tall buildings is to be avoided without a strong and clear architectural rationale and assessment of impact on skyline).



Figure 21 RECONFIGURATION OF BSM PLINTH FACADE

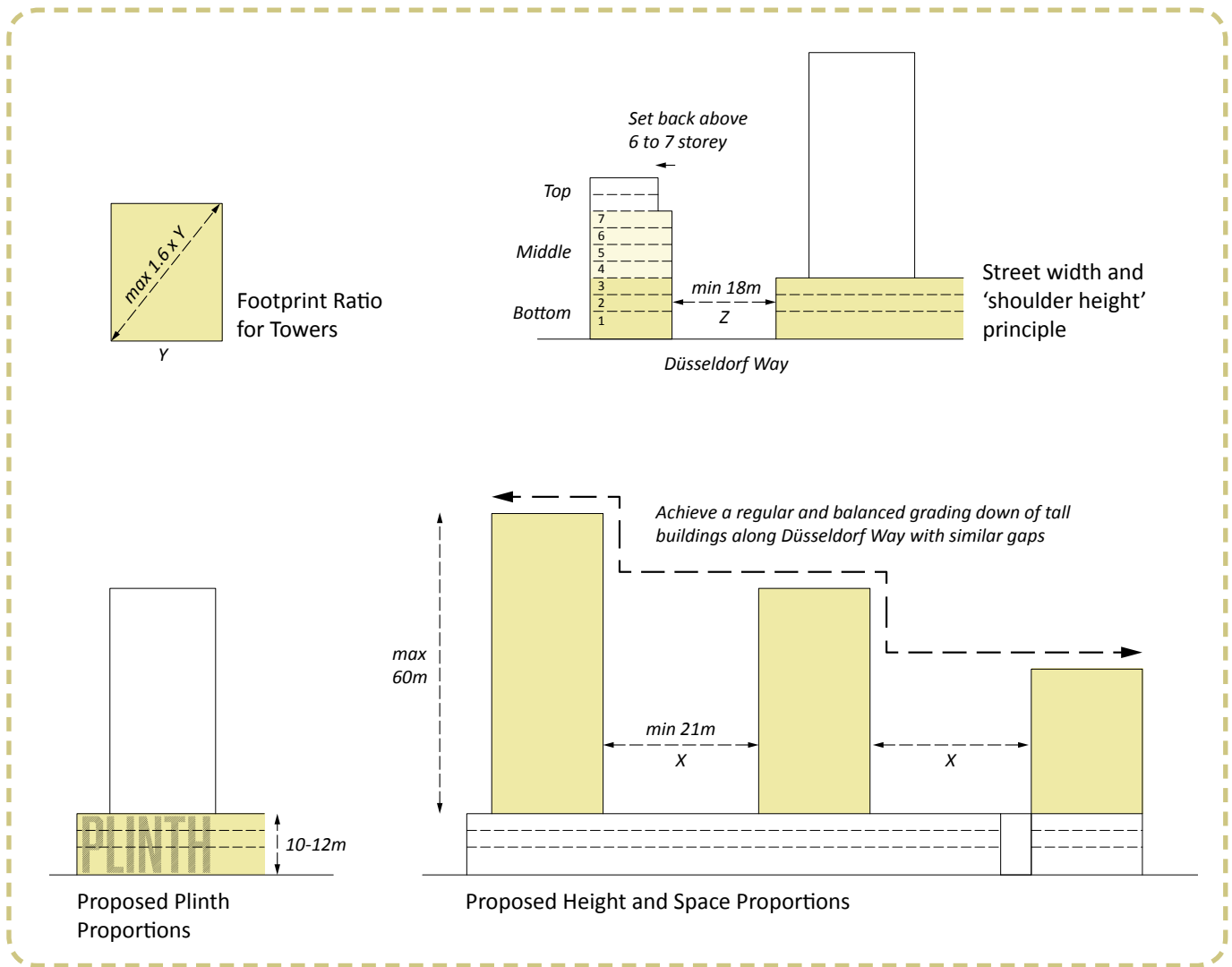


Figure 22 BUILDING PARAMETER DIAGRAMS



Figure 23 BUILDING HEIGHT CLASSIFICATION

It is especially important along the most sensitive areas of the site, notably the Castle Street area, where existing buildings achieve a vertical division of scale and use. New build will be required to deliver the same level of ground floor articulation, mid-range simplicity and elegant finishing off of the roofscape.

Additional guidance on tall buildings was published by Historic England in 2015 (<https://content.historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/heag037-tall-buildings.pdf/>), superseding previous guidance published jointly by CABE and English Heritage in 2007.

Page 6 of the guidance makes reference to the need for an urban design framework when promoting tall buildings that can:

1. Identify those elements that create local character and other important features and constraints, including:

- Natural topography
- Urban grain
- Significant views of skylines

- Scale and height
- Streetscape and character assessment (including the history of the place)
- Materials
- Landmark and historic buildings and areas and their settings, including backdrops, and important local views, prospects and panoramas

2. Identify opportunities where tall buildings might enhance the overall townscape

3. Identify sites where the removal of past mistakes might also achieve such an enhancement

Paragraph 3.8 goes on to state:

3.8 The NPPF design policies stress that poor design 'that fails to take the opportunities available for improving the character and quality of an area and the way it functions' should be refused (paragraph 64). So, the existence of a tall building in a particular location will not of itself justify its replacement with a new tall building on the same site or in the same area, as it may improve the area to replace it with a lower building. A rigorous process of analysis and

justification will be needed in each case. Nor will an existing single tall building naturally justify further tall buildings so as to form a cluster. Each building will need to be considered on its merits, and its cumulative impact assessed. There may be good planning reasons to seek an increased development density in an area, but tall buildings represent only one possible model for delivering higher density development. Alternative forms may relate more successfully to the local context.

RBC will require all tall building applications to be presented to the Design South East (DSE) Design Review Panel for independent consideration.



Figure 24 PRINCIPLE OF BUILDING HEIGHTS GRADING DOWN TO BODS CONSERVATION AREA

5.3 QUALITY AND APPEARANCE

The creation of a new urban quarter will require a specific commitment to quality architecture and design quality in general. The NPPF (paragraph 59 of ‘the Framework’) states that design policies should “avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. The Framework also recommends the use of design codes and cautions against the imposition of “architectural styles or particular tastes and they should not stifle innovation, originality or initiative” (paragraph 60).

Consequently, design guidance for the site focuses on the creating of a comprehensive master plan and development strategy, and leaves the creation of architectural detail to applicants and their design teams.

Nonetheless, there is a requirement for coordination of design quality across the wider site, and the Council will require all applicants in the wider site undertaking major schemes, to collaborate on the production of comprehensive design code that addresses a site wide strategy for the following:

- Street Character
- Architectural character areas
- Building Materials (facing)
- Roofscape
- Interfaces with the Existing Townscape
- Interfaces between Application Areas
- Tall Building Design Rationales
- Skyline and Silhouette

Design quality is not the sole reserve of tall buildings (although paragraph 4.9 of Historic England guidance (<https://content.historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/heag037-tall-buildings.pdf/>) sets a requirement for exemplary standards for these structures.

Tall Buildings, Historic England Advice Note 4, Paragraph 4.9:

“Tall buildings need to set exemplary standards in design because of their scale, mass, wide impact and likely longevity. Good design will take the opportunities available for improving the character and quality of an area and respond to local character and history (NPPF paragraphs 58 and 64). It is important that the required high standard of architectural quality is maintained throughout the process of procurement, detailed design, and construction, through the use of conditions and reserved matters.”

The Council will require all buildings to demonstrate, how they meet high quality design, by means of providing a design rationale that illustrates compliance with the site-wide design code and a response to context.



Examples of quality dense urban living block



Examples of tall building 359



Example of dense urban quarter with tall buildings and high quality public realm

5.4 GENERAL PRINCIPLES

QUALITY OF URBAN LIVING

The design and planning of high density urban neighbourhoods presents specific challenges for the integration of mixed-tenure living, adjacent to public open space, town centre servicing, parking and other mixed uses. Typical planning standards such as overlooking, quantum and composition of public open space, amenity levels and noise, may compete with the desire to create vibrant, and successful urban neighbourhoods.

RBC will adopt a pragmatic approach that will require an evidence based strategy to achieving acceptable standards for urban living that maintain fair and reasonable standards and will engage with application over a quality vs. quantity approach, where efforts to reach high levels of design quality in the public and private realm can be demonstrated to the Council's satisfaction.

PRIVATE/COMMUNAL SPACE

Rear courtyards to residential blocks should be designed to maximise the provision of high quality, flexible spaces that can be enjoyed by all residents without adversely affecting neighbourhood amenity.

Particular attention should be given to the siting of play equipment, which should generally be avoided within private blocks, but substituted by stimulating landscapes designed to encourage community participation.

Internal ground floor residents should be provided with level access to communal areas and separate defensible private space. Balconies capable of accommodating chairs and tables for all occupants should be provided for all residents.

Where flat roofs of units below can be used as roof terraces, these should be assigned to individual properties. Terraces should seek to maximise the private amenity for residents and minimise space given over to roof levels service infrastructure.

Views into and out from residential units should seek to provide positive views and focus on key features in the townscape where possible. The

orientation of balconies and terraces should also consider this alongside orientation, shading and solar gain.

Care should be taken to avoid the cluttering of communal areas with refuse/cycle storage which should be accommodated at sub-podium level.

Internal courtyards should therefore become garden spaces for residents to enjoy and utilise to the full.

PODIUM LANDSCAPE FOR BSM

Where very tall buildings are proposed, podium level gardens should be maximised to ensure a sense of 'living in green' is achieved, and generous garden space at residential ground floors is created. Where there is a demonstrable and agreed requirement for utilisation of podium levels for additional uses (e.g. parking and servicing), these should be integrated into a landscape design setting, and include (inter alia):

- Containerised tree planting
- Pergola/arbour's planted with climbing species
- Separate surface treatments for footways and service routes
- Podium level lighting



Residential green courtyard incorporating variety of private and communal outdoor spaces



Residential green courtyard incorporating variety of private and communal outdoor spaces

6. IMPLEMENTATION AND DELIVERY

6.1 PHASING

Development phasing in the wider area is anticipated to follow the sequence below:

1. Residential and retail redevelopment of Broad Street Mall and Oxford Road public realm
2. Phase 1 public realm improvements to St Mary's Courtyard and St Mary's Butts open space
3. Hosier Street/Düsseldorf Way redevelopment (RBC land)
4. Phase 2 public realm improvements to St Mary's Courtyard and St Mary's Butts open space
5. Queen's Walk 'Highline'

6. Hexagon Square
7. Police Station redevelopment
8. Magistrates Court/Castle Street Redevelopment
9. Baker Street IDR pedestrian/cycle bridge

This is a complex site in terms of ownership, access and storage for construction operations with the potential for significant conflicts where more than one development is occurring at the same time. It will be vitally important to consider the construction process at an early stage to ensure that deliveries, storage and construction operations can take place while at the same time public access to car parking and the services and facilities provided by the site and the operations of other users is not detrimentally affected. Full construction plans should be submitted as part of any application.

6.2 SUSTAINABILITY

Developments will be expected to meet the requirements of Policy CC2 in relation to non-residential development and Policy H5 in relation to Housing development in the in the Submission Draft Local Plan. Note that for residential development, the policy requires that these are designed to achieve zero carbon homes. This will mean as a minimum a 35% improvement over the 2013 Building Regulations plus a contribution of £1,800 per tonne towards carbon offsetting within Reading (calculated as £60 per tonne over a 30 year period).

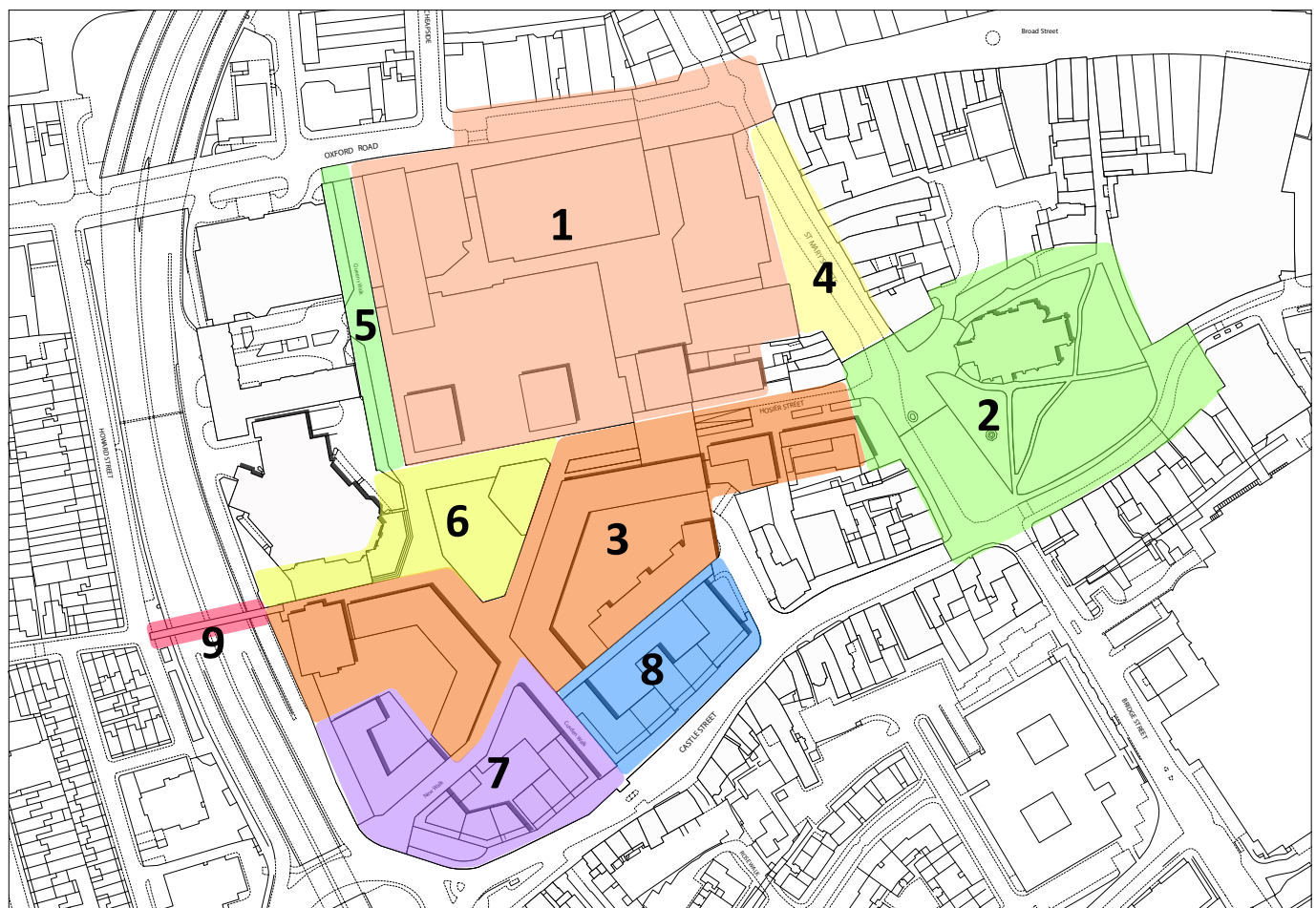


Figure 25 INDICATIVE PHASING PLAN

6.3 APPLICATION REQUIREMENTS

Comprehensive town centre development projects require many interfaces with adjacent land ownerships and a range of uses/stakeholders. With a commitment to tall buildings and a unified palette of public realm materials, Reading has a strong ambition to welcome innovative proposals for the regeneration of the wider site area.

Requirements set out in this document for improvements to the public realm of the wider town-fabric, necessitate a broader approach to redevelopment that is within the redline of a planning application. Applications for proposals in the Broad Street Mall/Hosier Street area will be required to collaborate with RBC over the production of a site-wide Public Realm Strategy and Design Code to ensure complementarity of materials, public space phasing and building adjacencies, as well as subterranean issues of servicing, access and parking.

The council provides a (paid for) pre application advice service and encourages prospective applicants to make full use of that service prior to the submission of a planning application. Further details on the service and the form can be found at: http://www.reading.gov.uk/media/1190/Pre-Application-Enquiry-Form/pdf/Pre-app_April_2018.pdf

Applicants should view the Councils Validation Checklist to find out what information will be needed to submit with your application. The checklist can be found at: http://www.reading.gov.uk/media/2660/Validation-Checklist-Updated-Dec-2016/pdf/Validation_Checklist_Final_Dec_16.pdf

The information that will need to be submitted as part of any planning application will be reviewed in detail as part of the pre-application advice provided.

ENVIRONMENTAL ASSESSMENT

The scale of probable planning (major) applications within the site area is likely to trigger requirements for an Environmental Assessment. All individual applications will be individually screened, and scoped where applicable.

In the context of tall buildings applications, applicants will be required to provide specific details of the following issues (inter alia):

- Noise (associated with the IDR, public squares and spaces and communal private space)
- Wind (especially effects caused by tall buildings, gusts, drafts and eddying at the base of buildings, as well as cumulative effects of several tall buildings in a single location)
- Heating/cooling (urban heat island effect, solar gain, northern orientation and heating/cooling mechanisms)
- Overshadowing (to adjacent existing residents, between buildings, and onto public open space)
- Townscape Visual Assessment, Skyline and 360 degree View Analysis (with agreed viewpoints, independently verified 3D model and winter/summer views from short and long range sensitive receptors).

7. APPENDIX

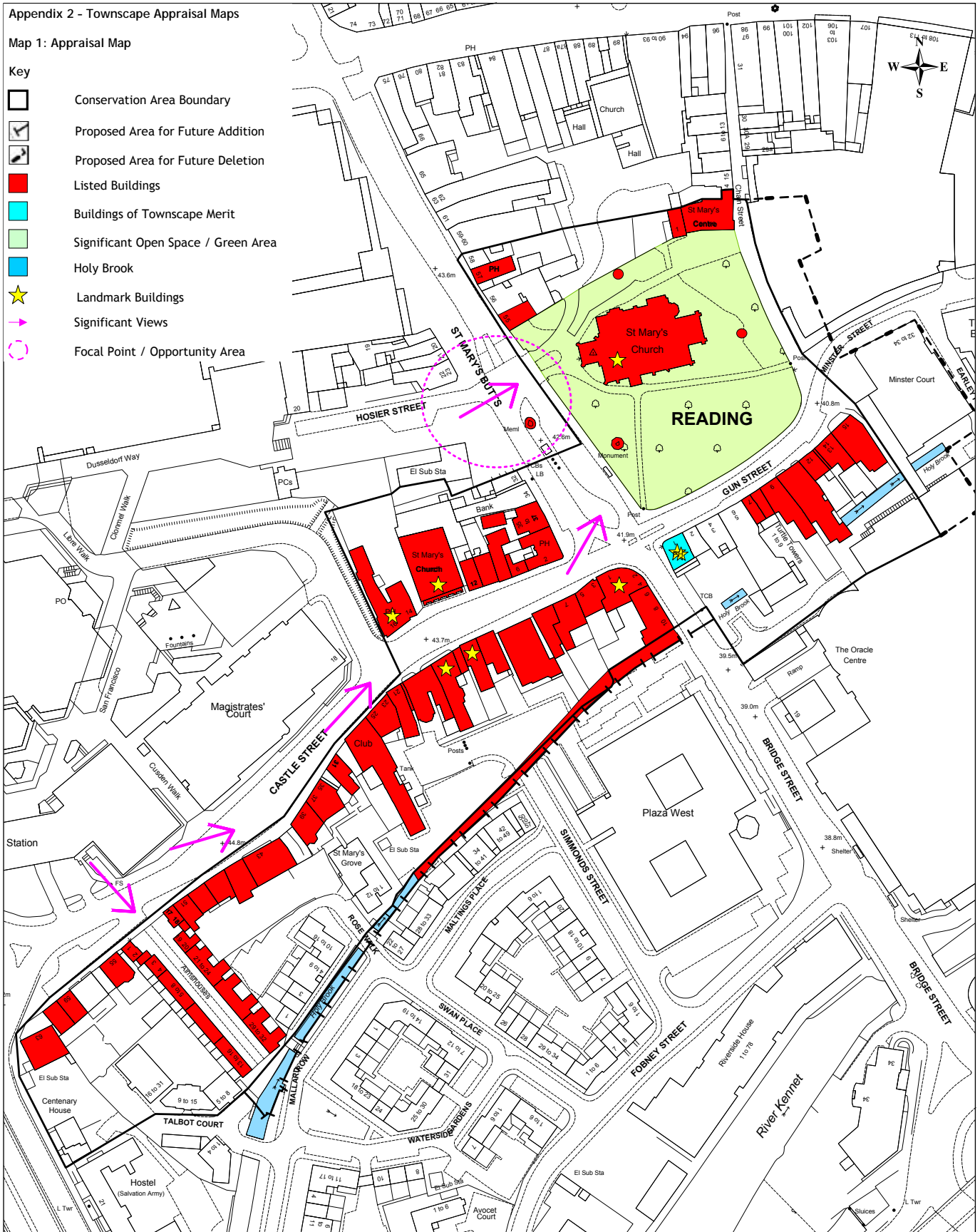


Figure 26 CONSERVATION AREA APPRAISAL MAP (EXTRACT FROM ST. MARY'S BUTTS/ CASTLE STREET CONSERVATION AREA APPRAISAL DOCUMENT)

Desk Top Publishing & Graphic Design by Urban Place Lab Ltd

This artwork was printed on paper using fibre sourced from sustainable plantation wood from suppliers who practice sustainable management of forests in line with strict international standards. Pulp used in its manufacture is also Elemental Chlorine Free (ECF).

Copyright

The contents of this document must not be copied or reproduced in whole or in part without the written consent of Urban Place Lab Limited.

All plans are reproduced from the Ordnance Survey Map with the permission of the Controller of HMSO. Crown copyright and database rights 2018 Ordnance Survey 100019672.

Issue Date	June 2018
Job Number	17007
Document Status	Consultation Draft
Revision	d



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOODS

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	2 JULY 2018	AGENDA ITEM:	12
TITLE:	ELECTRIC VEHICLE CHARGING PROJECT		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT BOROUGHWIDE
SERVICE:	REGULATORY SERVICES	WARDS:	
LEAD OFFICER:	ROSS JARVIS	TEL:	0118 937
JOB TITLE:	SENIOR ENVIRONMENTAL HEALTH OFFICER	E-MAIL:	Ross.Jarvis@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The report sets out the outcome of a successful bid to the Department of Environment, Farming & Rural Affairs (DEFRA) and the details of the project which aims to encourage the uptake of Electric Vehicles (EV) and pilot new electric charging infrastructure in areas of the Borough with no off-street parking.

2. RECOMMENDED ACTION

- 2.1 That the Committee endorses the actions and set out in paragraph in 4.6 and Appendix 1
- 2.2 That spend approval for the project up to the value of the bid be delegated to the Head of Planning, Development and Regulatory Services in consultation with the lead member for Strategic Environment, Planning & Transport.

3. POLICY CONTEXT

- 3.1 The Government published the Clean Growth Strategy last year in which it announced its intention to:
- End the sale of new conventional petrol and diesel cars and vans by 2040.
 - Spend £1 billion supporting the take-up of ultra-low emission vehicles (ULEV), including helping consumers to overcome the upfront cost of an electric car.
 - Develop one of the best electric vehicle charging networks in the world.
- 3.2 Alongside this, the Government has been working towards publishing an acceptable plan to tackle roadside Nitrogen Dioxide (NO₂). The latest plan, which was amended following Client Earth's most recent legal challenge, has recently been published for consultation.

- 3.3 The Council's draft Local Plan, which will be subject an Examination in Public in the Autumn includes a requirement for all new development to include EV charging for at least 10% of the parking spaces provided.
- 3.4 The Council does not currently have an Ultra Low Emission Vehicle policy or specific policy covering the approach to infrastructure development in the Borough, however it is hoped that this project will enable these to be developed.
4. THE PROPOSAL
- 4.1 The Council was able to bid to DEFRA in December 2017 for EV funding because the Borough has an Air Quality Management Area (AQMA) that was declared before March 2017 and, in addition, currently marginally exceeds predicted roadside NO₂ on one stretch of road identified by DEFRA.
- 4.2 The Council's analysis of the sources of nitrogen dioxide carried out in 2013, showed that cars account for 55% of vehicle NO₂ emissions (40% Diesel, 15% petrol). This is the single largest contribution to locally produced NO₂ emissions. The current Air Quality Strategy and Action Plan focuses on delivering transport based solutions, which can help to deliver improvements at source.
- 4.3 There are a range of barriers to EV uptake, many of which are not controllable by the Council. For example:
- Cost and variety of new vehicles
 - Availability of certain vehicle types such as hackney carriages
 - Lack of knowledge
 - Lack of charging infrastructure
 - Mindset, there has yet to be a largescale cultural shift towards EV's
 - Range anxiety
 - Fear of obsolescence/resale
- 4.4 However, one area that the Council can have some influence is by demonstrating that EV can be practical, by delivering pilot projects on EV infrastructure in areas that would normally be considered to be technically difficult, such as to those households that do not benefit from off street parking. This could result in the acceleration of the uptake of EV's and a resultant reduction in NO₂, particulates and CO₂ as conventional diesel and petrol vehicles are replaced.
- 4.5 Reading has a higher than average percentage of households living in terraced properties (33%). A high proportion of these properties will not have access to off-street parking, making charging an electric vehicle very challenging for around 13,700 households in the town.
- 4.6 In April 2018, the Government wrote to the Council announcing it had been successful in its bid for EV funding and had been awarded £100,000 to deliver its proposal.
- 4.7 The project is split into a number of work packages which are outlined in detail in Appendix 1. In summary, the work packages include a survey of areas to assess suitability; residents' survey to identify demand; pilot scheme(s) involving the installation of EV charge points; evaluation of the pilots and education and advertising to promote EV as a viable solution for residents.
- 4.8 It is hoped that in addition to providing residents with evidence of a tested solution, it will enable the Council to test and validate potential market solutions (e.g. lamppost EV charging), as well as feed into policy making which will help shape Reading's Ultra Low Emission future.

- 4.9 On the 22 March 2018, the Government issued a ministerial direction requiring 33 local authorities to undertake a feasibility study into reducing NO₂ levels in specific areas or stretches of road. Reading was one of the authorities named and has been working towards meeting the Government's challenging deadline of producing the feasibility by 31 July 2018. The feasibility is split into a number of parts at which the Council must submit completed reviews or assessments. These include:
- Part 1 - Understanding the Problems
 - Part 2 - Developing a long list of measures for addressing the exceedances
 - Part 3 - Assessing deliverability/feasibility and delivering a short list
 - Part 4 - Evidencing the short list measures to identify options that could bring forward compliance.
 - Part 5 - Setting out a preferred option

At the time of this report, only Part 5 remains to be submitted. Due to the resource intensive nature of this work, the EV project has had to be put on hold until after the feasibility has been submitted on 31 July.

- 4.9.1 As part of the feasibility study, officers are working with the taxi trade to fit a telemetric device to 30+ vehicles (Hackney and Private Hire vehicles). The aim of the study is to determine the most frequently used routes and the most frequently used rest areas which will then inform what charging infrastructure is required and where it is best sited.

5.0 Other Options Considered

- 5.1 The Council has a comprehensive Air Quality Action plan which sets out mechanisms for reducing air pollution, which are primarily improvements to the road network and delivery of public transport options.
- 5.2 The Office for Low Emissions Vehicles (OLEV) currently offers funding for residents who may be considering buying an EV and funding towards charging infrastructure. The Council could therefore refer residents to OLEV and not offer further support. However, this is likely to create additional issues, as each application would need to be considered, surveys carried out etc. The project aims to create a consistent, considered and tested approach to new charging infrastructure which could result in quicker uptake of EV vehicles by residents.

6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 In relation to the Council's Corporate Plan 2016 -2019 the following themes are appropriate:
- Keeping the town clean, green, safe and active.
 - Proving the infrastructure to support the economy.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The project has a number of work packages, which includes a residents' survey and publicity.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 No group will be adversely affected by the introduction of these schemes.

9. LEGAL IMPLICATIONS

9.1 No decision is required in respect of this report.

9.2 Any contracts or services procured as a result of the implementation of the project will have due consideration of the Council's Standing Orders.

10. FINANCIAL IMPLICATIONS

10.1 DEFRA have awarded revenue grant of £100,000. An estimated breakdown of spend in the next two financial years is detailed below.

	2018/19 £000	2019/20 £000	2020/21 £000
Employee costs (see note1)			
Other running costs	£40,000	£60,000	
Capital financings costs			
Expenditure	£40,000	£60,000	
Income from:			
Fees and charges (see note2)			
Grant funding	£40,000	£60,000	
(specify)			
Other income			
Total Income:	£40,000	£60,000	
Net Cost(+)/saving (-)			

10.2 Risk Assessment

10.3 The revenue grant is monitored and the Council must update DEFRA on its progress. If insufficient progress is made or the project is not run within the governance structure outlined in the bid, there is a risk that DEFRA may challenge the provision of the funding.

11. BACKGROUND PAPERS

11.1 Air Quality Action Plan 2016

11.2 Draft Local Plan

11.3 Air Quality - Report to SEPT 19 March 2018

Appendix 1

Work Package 1 (Area Survey):

Timeline: March 2018 - July 2018

Preliminary data shows that 276 streets within Reading have permitted on street parking. The area survey will survey the suitability of each of these for provision of EV infrastructure in terms of:

Desk Study + Site Investigation

Collect and collate available data

- Interrogate street lighting database and survey data for all locations to assess location of column (kerbside or rear of footway) over 10000 columns.
- Assess suitability of street lights due to signage or other as yet unknown factors.
- Consider location in terms of locality to Air Quality Management Area (AQMA)
- Any other power sources available that do not require major works.
- Any other factors that might prevent or make parking near column an issue

Prepare Report

Prepare report identifying suitable locations for installation of EV charge points

Work Package 2 (Residents Survey):

Timeline: July 2018 - October 2018

Survey design & data collection

Employ contractor to design and distribute survey to approximately 10,000 residents.

- Collect and collate feedback from survey.

Reporting

- Processing and analysis of data and preparation of report.

Work Package 3 (Pilot Study):

Timeline: October 2018 - March 2019

Using OLEV funding each charge point could be installed for a cost of circa £250, enabling an estimated total of 240 EV charge points to be installed.

- Using the output from the surveys identify the best locations for the pilot study.
- Follow procurement rules as necessary to employ a contractor for installation of EV charge points.
- Install infrastructure
- Monitor usage and evaluate satisfaction of residents participating through follow up survey.
- Prepare final project report.

Work Package 4 (Publicity):

Timeline - March 2018 to March 2019

Because the survey may not capture everyone that lives where there is no off street parking and is interested in purchasing an EV we plan to carry out a publicity campaign in parallel with the project. This will comprise of the following:

Press releases and advertisements.

- Bus backs: 30 buses for 4 weeks, covering all routes in Reading
- Radio advertising: for a two week campaign (70, 30 second spots across all shows on Heart)
- Online advertising: Boosted social media
- Leaflets to distribute to car dealerships and residents groups. A5 leaflet,
- Flag: to support events held at dealerships and residents groups.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	2 July 2018	AGENDA ITEM:	13
TITLE:	EMPLOYMENT AND SKILLS PLANS - ANNUAL PROGRESS REPORT		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	ALL
LEAD OFFICER:	KIARAN ROUGHAN / SUE BRACKLEY	TEL:	0118 937 4530
JOB TITLE:	PLANNING MANAGER / ECONOMIC DEVELOPMENT MANAGER READING UK	E-MAIL:	Kiaran.roughan@reading.gov.uk Sue.brackley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report updates the Committee on progress with the implementation of planning policies concerned with promoting Employment and Skills Plans.
- 1.2 Through engagement and contributions from developers and users of completed developments appropriate hiring and skills development to assist the local economy and local residents seeking employment has been undertaken. The report sets out both the successes gained through the delivery of plans, working mainly with the construction industry, the various employment projects delivered using financial contributions and the proposals for the next wave of projects to be delivered using contributions.

2. Recommended Actions

- 2.1 That the Committee note the report and welcome the ongoing delivery of employment and skills outcomes, enabled by Section 106 Employment and Skills Plans.

2.2 That the Committee note the benefits of this delivery to the local economy and in particular to local residents in order assist residents to find good quality, permanent employment within the Borough.

3. BACKGROUND - DELIVERY OF PLANS BY INVESTOR DEVELOPERS

3.1 Reading Borough Council adopted the requirement for Employment and Skills Plans (ESP) under a 2013 Supplementary Planning Document that seeks to implement adopted (2008) Core Strategy Policies CS9: Infrastructure, Services, Resources and Amenities, and CS13: Impact of Employment Development. The drafting of the SPD relied on detailed discussion between Reading UK CIC and the Borough Council Planning Service, with Reading UK CIC being identified as the main agent for implementing the policy. The aims of the ESP requirement as part of planning permission have been clearly defined in working with employers to improve the work and training opportunities of local people.

3.2 An ESP requirement is attached to any new development costing more than £1million, or covering more than 10,000 square feet.

An ESP is also required for any regeneration or extension programme where more than 10,000 square feet of new floor space is being created.

3.3 In simple terms the developer can choose to either enter into a delivery plan, through Reading UK CIC and working with local partners, or to pay a financial contribution towards the delivery of training and employment programmes. The financial contribution is based on a simple percentage of the anticipated construction costs, and will be confirmed by legal agreement within the S106 planning consents.

3.4 To date (June 2018) 17 developers have chosen to pay financial contributions (ranging from £1,600 to £156,000) and a total of 34 plans (both construction and end use) have either been delivered, or are in the process of being delivered.

3.5 Reading UK, through the Economic Development Manager, and previously through the Skills for Business Co-ordinator, work closely with the developers to create an employment plan that is both deliverable and shaped to the needs of the relevant sector.

3.6 A large range of delivery partners support this work including DWP JobCentre, Reading College, Business Biscotti, New Directions, University of Reading, local schools such as JMA and Whitley Park, and Adviza amongst others. The use of a range of partners allows for additional funding streams to be drawn down, and outreach to as broad a mix of residents as possible.

3.7 Working with the contractors and developers the ESPs to date have delivered the following outcomes in the last 12 months:

Work experience opportunities:	110
Apprenticeships	13
DWP advertised Jobs	16
School visits/projects with the local area, Kier, Osborn, Wates, ¹ Bewley Homes, P & G, Un	12

3.8 Appendix A sets out the full list of development sites attracting S106 ESP agreements.

4. PROGRAMME OF PROJECTS SUPPORTED BY S106 CASH CONTRIBUTIONS

(a) Current Position

4.1 READING UK has a strong track record delivering benefits to the local community through Sect 106 cash contributions. Most of these programmes have provided strong outcomes benefiting local people and the economy (Pop Up Business School) and in some cases supporting community programmes (Whitley for Real).

4.2 Partnership working has been pivotal in ensuring our reach into the community, and providing real value for money. The private sector has provided match funding (Hammersons) or significant support in kind (Verizon, Bewley Homes, The Oracle, Malmaison, Hilton Reading, BW Interiors, Ikea et al)

4.3. In the last two years £65,000 cash contribution has been drawn down, and has been used to deliver outputs including job fairs, construction skills certificates, access to work events, Over 50s return to work activity and school outreach. Among our successes:

- 170 people supported into self-employment
- An estimated £1.2m saved on benefit payments through self-employment
- Over 700 local people attending jobs fairs - with over 100 employers with live vacancies attending
- 200 Over 50's attending a routes to work event with employers and workshops

4.4 Appendix B sets out the full details of programmes delivered to date (2017/18)

¹*reach to approx. 360 students PLUS delivery of the JMA / Whitley Researchers "Home" project, involving 150 students, supported by Bewley Homes and ESP funds

(b) Proposed Option - Strategy for Delivering Section 106 ESP Cash Contributions 2018 - 2020

- 4.5 Programmes are delivered within the framework of Reading UK's Economic Development Plan, "Growing Opportunity," which seeks to balance the local economy in a way that benefits all parts of the local community, especially those who are struggling to find good quality work, or lack the skills most in demand by our employers.

Although Reading enjoys very high employment levels, and one of the highest levels of productivity in the UK, there are also areas of deprivation, and some residents who are a long way from the job market.

- 4.6 The focus of ESP delivery is therefore on matching local people to local job and enterprise opportunities (namely in leisure and hospitality, healthcare, IT and digital skills, construction, and distribution). Some of the specific groups targeted are - people with supported employment needs, the longer term unemployed, Over 50s and single parents. As part of this strategy Reading UK is a partner in Stronger Together, the West Berkshire Building Better Opportunities project, headed by New Directions, as well as taking the employer engagement lead in the Whitley for Real programme.

All of the programmes are informed by the Business Growth and Skills group, and where appropriate the BID Committee (representing the nearly 500 businesses in the town centre) and the Hospitality Association (representing 23 sector employers).

- 4.7 There are also opportunities for local people to set up small businesses and get into self-employment, a route that works well for many. Programmes going forward will continue to create access to training, through Pop Up Business School and The Real Business Club.

- 4.8 A programme of activity building on our delivery experience and success to date is outlined in Appendix C.

- 4.9 In outline this programme will aim to deliver:

- Programmes to support 400 local people to start up small businesses and enterprises including support with digital skills
- Business growth workshops and exhibition for over 200 small businesses
- 20 networking events to support small business networks
- 750- 1000 local people attending jobs fairs and workshops
- Support over 120 local employers with recruitment and skills agendas
- Over 1000 supported in STEM skills
- 250 directly supported into work through targeted sector training

(c) Case Studies

- 4.10 Financial contributions made under S106 Employment and Skills agreements have been used for a wide variety of activities, in most cases working with partners to deliver notable outcomes. Detailed outcomes from two programmes are provided below.

Construction Skills Certificate

- 4.11 Reading UK began working with Activate Learning (Reading College) through the Elevate Reading programme for 17-24s. As part of this delivery, employment support to get young people into construction work (a key skills shortage in Reading) was developed.
- 4.12 While some courses were run successfully, numbers were low due to the very low unemployment rate for young people. The decision was taken by Reading UK and the College to open up the Construction Skills Certificate courses to all ages - recognising that construction skills were a useful employment entry point for recent migrants, as well as people looking to re-skill from other sectors. The results have been remarkable, with the College now drawing down funds to support the two week employability course and ESP funds used for the crucial Construction Industry Training Board tests. This has removed a major barrier for many who are unemployed or on low-incomes, since without the CSCS card nobody can start even the most basic of jobs on a construction site.

Courses are so popular they now run on a monthly basis, with 15- 20 people on each 2-week course. The mixed age classes are working better in providing more focus for young attendees.

- 4.13 To date:
- 192 people have completed the CSCS application test.
 - Reading UK has provided added value by involving contractors we have ESPs in place with, providing talks to the groups and work experience opportunities.
 - In most cases people completing and obtaining their CSCS card have walked straight into employment thanks to the demand for construction labour.
 - As a next step we are talking with providers about specific skills training in groundworks, bricklaying or plastering.

Pop Up Business School

- 4.14 Initially proposed as a Berkshire-wide, and Berks local authority funded project, Pop Up struggled to get off the ground until Hammersons and The Oracle came on board as major private sector sponsors.

The first course was funded by the Local Strategic Partnership, Reading UK, DWP and Hammersons, and was run from a vacant unit in The Oracle. The following two programmes were funded by DWP Flexible Support Grants, match funded by ESP funds and Hammersons.

4.15 Three “Pop Up” courses have now been run over 2 years with 335 local residents attending the two week course. The financials attached to the investment in Pop Up are significant:

- The cost per person to deliver the course was £179
- 36% started a business, other attendees reported significant improvement to their levels of confidence, business skills and self-efficacy.
- Of the 122 new businesses, 89% are still trading
- 169 people were on benefits at the start of the course, 1 in 3 were still off benefits 6 months later (including one young person who had not worked in 8 years).
- Pop Up estimates the benefit savings at £1.2m, and economic growth created by the new businesses to be as much as £1.8m
- This equates to a £48 ROI for every £1 spent by DWP, Hammersons and Reading UK.

The demographics are also notable:

- 57% of attendees were women
- 50% of attendees were aged 26-50 - 29% were over 50
- 30% were minority ethnic

4.16 Two notable local business successes include;

- *Time Trap Escape Rooms* - originally set up for 6 weeks during the Reading Fringe Festival, the business now has permanent premises on Friar Street and is one of Reading’s favourite leisure attractions.
- Devine Delicacies - a Whitley based catering firm. The business is now well established and services community organisations and family events around south Reading.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The outcomes of the Employment, Skills and Training SPD contributes to achieving the Council’s Corporate Plan 2018 -2021 objectives in particular:

- Securing the economic success of Reading; and
- Promoting great education, leisure and cultural opportunities for people in Reading

6. COMMUNITY ENGAGEMENT

6.1 Consultation was held on the draft SPD in November and December 2012, and carried out in line with the Council’s adopted Statement of Community Involvement at the time. Responses received were taken into account in revising the SPD before adoption. Public consultation is not a requirement for developing ESPs, although comments received during the application process may inform those plans.

7. EQUALITY ASSESSMENT

- 7.1 A scoping assessment and Equality Impact Assessment (EqIA) were undertaken with regard to the Draft Employment, Skills and Training SPD (Nov 2012) as considered by Cabinet on 5th November 2012. There have been no issues arising during implementation of the SPD that affect the conclusions of that assessment and none arise from this information report.

8. LEGAL IMPLICATIONS

- 8.1 Employment and Skills Plans are secured through the Section 106 process, which is now governed by the Community Infrastructure Levy Regulations 2010 (as amended). The tests for Section 106 agreements are whether they are

- necessary to make the development acceptable in planning terms,
- directly related to the development, and
- fairly and reasonably related in scale and kind.

Employment and skills plans are not part of the Community Infrastructure Levy regime and will continue to be sought on major sites, where they meet the above tests.

9. FINANCIAL IMPLICATIONS

- 9.1 The majority of ESPs referred to in this report are secured through Section 106 agreements, and are either carried out by the developer in conjunction with Reading UK, sourcing third party funds, or funded by the developer directly.

VALUE FOR MONEY

- 9.2 The SPD requires developers to prepare or fund ESP's that have a positive effect on employment, skills and training. This has a direct implication for economic development in the Borough, meeting local needs at very little cost to the council. The delivery of many programmes are supported by private sector and third sector partners providing excellent value for money.

In addition, delivery of the ESPs provides parallel support for Stronger Together - the Building Better Opportunities programme for Berkshire (west) funded by ESF and BLF. This programme specifically targets employment support for local residents aged over 24 who are furthest from the work place.

RISK ASSESSMENT

- 9.3 There are no direct financial risks associated with this report.

APPENDIX A

CURRENT S106 ESP AGREEMENTS

List of all S106 agreements agreed between 2013 to date.

<u>S106 Ref No.</u>	<u>App Ref</u>	<u>Ward</u>	<u>Address</u>	<u>Type of Obligation</u>
3324	12/01856/FUL	Abbey	Energis House, Forbury Road, Reading	Cash Payment
4011	131280	Abbey	42 Kenavon Drive	Cash
4012	130436	Abbey	Station Hill	Construction
4082	141028	Abbey	Kings House, Kings Rd (agreed Oct 14)	Cash Payment
4116	141713	Abbey	E Jackson and Sons LTD, Jacksons Corner	Cash Payment
4117	141986	Abbey	Berkshire House	Construction
4118	140997	Abbey	St Martins Precinct, Caversham	
4233	160464/VARIAT	Abbey	Primark, Broad Street	Construction & End Use
4140	150019	Abbey	Kings Point	Construction
4192	150721/FUL	Abbey	114 Oxford Road	Cash Payment
4210	152269	Abbey	32-41 West St (Primark)	Construction
4232	160328	Abbey	Garrard House	Cash Payment
4236	152110	Church	University of Reading, Tennis Dome	Cash Payment
4223	160574/FUL	Church	University of Reading, Temp Accommodation	Construction and End Use
4165	150885	Katesgrove	40 Silver Street	Cash Payment
4242	160868/OUT	Katesgrove	Land at Crown St / Silver St	Cash Payment
4172	151175	Norcot	Elvian / DEFRA	Cash Payment
4128	141971	Norcot	Former Brooklands Garage	Cash Payment
		Redlands	University of Reading Henley Business School	Construction
		Redlands	University of Reading St Patricks Hall	
4136	150229/FUL	Redlands	Hanover House	Cash Payment
4141	150890	Redlands	1a Upper Redlands Road (University accommodation blocks)	Cash Payment
4142	150594	Redlands	Crescent Road Maiden Erlegh Freeschool	Cash Payment
4149	150730	Redlands	16-40 London Road	Cash Payment
		Thames	Albert Road Extra Care	Construction and End use
4087	141288	Thames	Queen Annes School	Cash Payment

3298	120408 12/01623/OUT	Whitley	BMW Inchcape Foudry Place / Commercial Road	Construction and End Use plan
4186	151944	Whitley	Worton Grange (Reading Gateway)	Construction and End Use
4067	140739	Whitley	350 Basingstoke Road	Cash Payment
4194	152071	Whitley	Lancaster Jaguar	Construction and End Use
4249	160569	Whitley	400 Longwater Avenue	
3298?	12/01623/OUT	Whitley	BMW Mini, Kennet Island	Construction and End Use
		Whitley	DPD / Geopost	Construction and End Use
		Whitley	Reading Girls School (Part of the Building Schools of the future)	Construction
4126	141789	Whitley	Island Road	Construction
4089	141602	Whitley	Sytner Audi	Construction and End Use
		Whitley	Porcelanosa	Construction
4252	161177/VARIA	Abbey	Queens Court CSL (Yell building)	Construction
		Whitley	Proctor and Gamble	End Use (refurb) And Cash Payment (construction)
4266	161808		Red Kangaroo, Bridgewater Close	End Use (refurb)
			Thames Quarter	Construction
4255	160378		Gas Works Road	Cash Payment

APPENDIX B

TRACK RECORD OF DELIVERY SUPPORTED BY CASH CONTRIBUTIONS

2017/18

Target / Activity

Outcomes

<p>Pop Up Business School Three Pop Up Business Schools have run in Reading , co-funded by Hammersons and DWP</p> <p>Plus one Xmas market,</p> <p>Three follow up “refresher “events</p>	<p>over 300 people signed up for the programmes and 167 people completing the courses</p> <p>Major publicity across local media and regional BBC</p> <p>13 small businesses traded at the Xmas market</p> <p>Approx 170 people attended</p>
<p>Reading Job Fair / Job Fest</p> <p>Reading UK has been co-organising the Reading Job Fair for 7 years, and carried on the event in 2017 at The Hexagon, working with DWP Jobcentre.</p>	<p>75 employers and agencies exhibited</p> <p>Over 500 people attended the event.</p> <p>95% positive feedback from exhibitors</p>
<p>CSCS Training</p> <p>Reading College have been working with us and our ESP contractors to deliver Construction Skills certificate training for local people. Two week course is fully funded by Reading College. Work experience opportunities delivered by ESP partners and (unfunded) HS&E testing funded by ESP funds</p> <p>At least 30 people have taken up work experience, but vast majority have walked straight into jobs</p>	<p>Courses now take place monthly</p> <p>Supported by five contractors</p> <p>192 people have taken their HS&E tests funded by ESP</p> <p>Approx 30 in work exp</p> <p>Over 80% (153) have gained immediate work</p>
<p>Access to Work event</p> <p>Organised under the “Stronger Together” banner and aimed at encouraging more employers to work with people with supported employment needs during the first part of event. Job fair element aimed at those with employment needs related to physical or learning disabilities, mental health or substance abuse issues.</p>	<p>85 people (employers and agencies) attended the network and seminar sessions</p> <p>28 businesses exhibited at the event, including Network Rail, Tesco, The Oracle, Thames Water and TV Police</p>

<p>Retail Skills Fair</p> <p>Part of the sector skills programme, local retailers promoted vacancies and advised on retail skills at an “event with an event” at Job Fair 2016</p>	<p>10 local retail co’s attended, included Boots, Primark and John Lewis</p>
<p>Re - jobs and skills programme for over 50s</p> <p>“RE Your Future” event took place in Nov 2016, sponsored by Green Park offering age-specific sign-posting and skills evaluation, re-training, upskilling and jobs.</p> <p>Two week programme of supported employment training focussed on transferable skills, work-life balance for older workers, good health in the work place, IT skills upgrade, finance and benefits.</p>	<p>30 exhibitors,</p> <p>12 training and skills seminars, over 200 attendees</p> <p>Programme offered to c 20 unemployed mature workers</p>

APPENDIX C PLANNED DELIVERY IN 2018 / 19

Target / Activity	Outcome	Cost
<u>Start Up Business Training</u>		
Real Business Club	4 courses over 2 years 80 local start-ups supported (20 per course)	£22k
Pop Up Business	2 courses in two years Est 300 attendees?	£21k Match funded by Hammersons and DWP
Digital Gum digital skills for small business, nationally recognised programmes delivered by Connect TVT	2 programmes supporting 12 businesses per programme	£9k
<u>Small Business Support</u>		
Big Biscotti Event	200 attendees 36 workshop events 2 presentation speakers	£12k sponsored by Verizon
The Business Hour - monthly breakfast network event for small business	10 events per year (2 years) 15-20 businesses per event	£4k Sponsored by Malmaison
<u>Over 50s</u>		
Using the Re: Your Future model Targeted Job Event	2 year programme - 30 exhibitors, 12 training and skills seminars, over 200 attendees	£16k
Follow up to include supported employment course:	Programme offered to c 20 unemployed mature workers	£4k
Upskilling - mature skills Digital Gum - nationally recognised digital skills programmes delivered by Connect TVT / Grow Anticipated 2 year commitment	20 people supported per session	£16k 4 x £4k
RE - upskilling courses for mature workers - supported by Reading College, Biscotti and Ikea Project in development, feeding from Mature Workers Job Event	4 courses Target 15 people per course	£4k
Mature workforce research project - in association with Ikea.	Target of 200 survey responses	£1K

<p><u>Recruitment Support</u></p> <p>Job Fest - Annual job fair at The Hexagon , supported by DWP. The region's largest jobs event</p> <p><i>RE - Jobs and Skills Fair for mature workers Spring 2018 (including training seminars)</i> <i>Green Park</i></p> <p>Access to Work - A unique two-part event aimed at encouraging more employers to work with people with supported employment needs, plus jobs fair with DWP and BBO partners <i>penta hotel</i></p>	<p>Target 80 exhibitors per event 500 job seekers per event</p> <p>Target 20 exhibitors 10 workshops 100 + attendees</p> <p>30 exhibitors 150 attendees 80 seminar and networking attendees</p>	<p>2 years £14k</p> <p>£12k</p> <p>£6k ESF/BLF funds used to support delivery</p>
<p><u>Sector Skills</u> Targeting Upskilling and Wage Growth</p> <p>Retail - delivered with Reading Business Improvement District and Federation of Small Business - service and supervisory skills for retail staff</p> <p>Hospitality - personal license, H&S Level 1, First Aid, supervisory skills for hospitality staff. Working with Hospitality Association and Business Improvement District businesses</p> <p>Logistics - HGV / Forklift and H&S training. Developing project, requiring industry lead</p> <p>Social Media skills development (youth trainees)</p>	<p>NOT SET</p> <p>NOT SET</p> <p>NOT SET</p>	<p>£7k</p> <p>£7k</p> <p>£7k</p> <p>£19k</p>
<p><u>Reading Tech Nation and Innovation Hub / STEM Skills - young people and improvers</u></p> <p>Support for 2018 Festival of Digital Disruption (hire of Town Hall, 21-23 Nov/ staffing costs)</p>	<p>6 major events over 3 days Between 600 - 1000 attendees expected</p>	<p>£12K</p>

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	2 JULY 2018	AGENDA ITEM:	14
TITLE:	HIGHWAY MAINTENANCE - POTHOLE REPAIR PLAN 2018/2019		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To inform Councillors of the additional allocation of £66,975 from the Pothole Action Fund awarded to the Council in 2017/18, as notified by the Department for Transport on 1st February 2018 and paid to the Council on 2nd February 2018.
- 1.2 To inform Councillors of the £134,681 share awarded for 2017/18 and 2018/19 from the further £100 Million of funding made available through the Pothole Action and Flood Resilience Fund, as announced by the Secretary of State for Transport on 26th March 2018, paid in two instalments to the Council, one of £100,147 on 29 March 2018 and a subsequent payment of £34,534 in April 2018.
- 1.3 To seek Committee approval and spend authority for the specialist / proprietary material surfacing work on a section of Mayfair using the additional allocation of £66,975 from the Pothole Action Fund awarded to the Council in 2017/18.
- 1.4 To seek Committee approval and spend authority for the 2018/2019 Pothole & Flood Resilience Repair Plans.

2. RECOMMENDED ACTION

- 2.1 That the Committee accepts the additional allocation of £66,975 from the Pothole Action Fund Award (2017/18) as notified by the Department for Transport on 1st February 2018 and paid to the Council on 2nd February 2018.
- 2.2 That the Committee accepts the £134,681 share from the Pothole Action and Flood Resilience Fund for 2017/18 and 2018/19 as announced by the Secretary of State for Transport on 26th March 2018.
- 2.3 That the Committee gives approval for the proposed specialist/proprietary material surfacing work on a section of Mayfair and the proposed spend allocation outlined in Section 4.
- 2.4 That the Committee gives approval for the proposed 2018/2019 Pothole & Flood Resilience Repair Plans and the proposed spend allocation outlined in Section 4.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.
- 3.3 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

4. THE PROPOSAL

Pothole Repair Plan

- 4.1 Reading Borough Council welcomes the £134,681 share from the further £100 Million from the pothole and flood resilience funding, made available for this Financial Year, as announced by the Secretary of State for Transport. Department for Transport (DfT) correspondence dated 29th March 2018 - Local Transport Capital Block Funding (Flood Resilience Fund) Specific Grant, Determination (2017/18) No.31/3296 refers and is included as a background paper.
- 4.2 The Committee should note that the £134,681 is in addition to the £66,975 Additional Pothole Action Fund, already awarded to the Council in 2017/18 but was authorised by the DfT for carrying over to the 2018/19 Financial Year (as per the Grant Determination 2017/18 No.31/2951). This additional award has been allocated for specialist/proprietary material surfacing work on a section of Mayfair as explained in the 'Highway Maintenance Update 2017/2018 and Programme 2018/2019' Report which was presented to Strategic Environment Planning and Transport Committee on 19 March 2018 (paragraphs 4.28 and 4.29 refer) and is included as a background paper.

- 4.3 The following table shows the Council's share from the DfT Pothole Action Fund / Pothole and Flood Resilience Funding Award for each Financial Year since 2011/12.

Financial Year	DfT Pothole Action Fund / Pothole and Flood Resilience Funding Award (£)
2011/12	295,344
2012/13	375,000
2013/14	440,000
2014/15	238,000
2015/16	163,833
2016/17	60,000
2017/18	97,000 + 66,975 = 163,975*
2018/19	134,681

**Includes the £66,975 Additional Pothole Action Fund awarded to the Council in 2017/18, authorised by the DfT for carrying over to 2018/19 (as per the Grant Determination 2017/18 No.31/2951).*

- 4.4 Unlike previous years, the £134,681 share is not solely for pothole repairs but also for flood resilience work. It is therefore proposed to allocate approximately £20,000 of the share towards funding the ordinary watercourse drainage ditch clearance programme to reduce flood risk as part of the Council's ongoing flood resilience work.
- 4.5 As in previous years, it is proposed to set up a further Pothole Repair Plan, following the successful completion of the previous Pothole Repair Plans. This will enable potholes of a lesser depth than the Council's normal investigatory criteria to be repaired, which helps to extend the life of roads until such time that they require a more comprehensive maintenance treatment.
- 4.6 The Council's standard investigatory criteria for carriageway defects is 50mm depth (over an approximate area of 300mm x 300mm). The Pothole Repair Plan, as in previous years, will enable the Council to repair defects of a lesser depth, (between 30mm and 50mm depth).
- 4.7 Potholes for inclusion in the Pothole Repair Plan will be identified by the Neighbourhood Officers through the cyclical statutory highway inspections and/or following ad hoc reports/complaints received by the Council from the public or via Councillor Enquiries.
- 4.8 Roads which only receive a cyclical highway inspection every 18 months, or those roads which are not now due another formal inspection before the end of this Financial Year, will be inspected for potholes at some point before March 2019 by the Neighbourhood Officers. This is to ensure that, in the interests of fairness, all roads receive an inspection under the Pothole Repair Plan and for appropriate repairs to be carried out.

- 4.9 This Pothole Repair Plan will operate concurrently with the statutory highway inspection regime, as was the case with the previous Pothole Repair Plans.
- 4.10 The delivery of this Pothole Repair Plan will be carried out using existing Highway Operative resources and plant/equipment.
- 4.11 The Pothole Repair Plan will commence this month (July 2018) and continue through to the end of the Financial Year (31st March 2019).
- 4.12 An update on this Pothole Repair Plan will be included in the 'Highway Maintenance Update 2018/2019 and Programme 2019/2020' report, which will be presented to Strategic Environment Planning and Transport Committee in March 2019. In addition, a Pothole Repair Plan 2018/2019 Review report will be presented to Traffic Management Sub-Committee in June 2019.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The Pothole Repair Plan will contribute to the Council's Corporate Plan objectives of:
- Keeping the town clean, safe, green and active;
 - Providing infrastructure to support the economy;
 - Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Pothole defects on the Borough's highway network, which are reported by members of the public, are assessed / considered for appropriate action in accordance with the Council's investigatory criteria and, if applicable, in accordance with the Pothole Repair Plan operating at the time.
- 6.2 The Highway Maintenance Update and Programme 2018/2019 is available on the Council's website.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.2 The Pothole Repair Plan consists of improvement work to the Borough Council's existing public highway network. There is no overall change to service delivery at this time. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

8. LEGAL IMPLICATIONS

8.1 The Borough Council, as Highway Authority, has a duty under the Highways Act 1980 to carry out highway maintenance and maintain highway structures.

9. FINANCIAL IMPLICATIONS

9.1 Funded solely through the Department for Transport's £100 Million pothole and flood resilience funding for 2017/18 and 2018/19 - £134,681 share allocated to the Borough Council.

10. BACKGROUND PAPERS

10.1 Department for Transport correspondence 'Local Transport Capital Block Funding (Flood Resilience Fund) Specific Grant Determination (2017/18) No.31/3296' - 29 March 2018

10.2 Strategic Environment Planning and Transport Committee 'Highway Maintenance Update 2017/2018 and Programme 2018/2019' Report - 19 March 2018.

10.3 Department for Transport correspondence 'Local Transport Capital Block Funding (Pothole Action Fund) Specific Grant Determination (2017/18): No.31/2951' - 1 February 2018.

10.4 Department for Transport 'Roads Funding: Information Pack' - January 2017.

10.5 Department for Transport 'Pothole Action Fund Award' correspondence - 8 April 2016.

READING BOROUGH COUNCIL

REPORT BY CHIEF EXECUTIVE

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	2 JULY 2018	AGENDA ITEM:	15
TITLE:	READING TRANSPORT LIMITED - APPOINTMENT OF DIRECTOR		
LEAD COUNCILLOR:	COUNCILLOR LOVELOCK	PORTFOLIO:	LEADERSHIP
SERVICE:	LEGAL & DEMOCRATIC SERVICES	WARDS:	BOROUGHWIDE
AUTHOR:	SIMON HILL	TEL:	937 2303 (ext 72303)
JOB TITLE:	PRINCIPAL COMMITTEE ADMINISTRATOR	E-MAIL:	simon.hill@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report asks the Committee, acting as shareholder of Reading Transport Limited (RTL), to appoint a director to the RTL Board.
- 1.2 There is one vacancy, arising from Councillor Stanford-Beale coming to the end of her four-year term.

2. RECOMMENDED ACTION

- 2.1 That Councillor Stanford-Beale be appointed as a Director of Reading Transport Ltd.

3. POLICY CONTEXT

- 3.1 The Council is the shareholder of Reading Transport Ltd. The relationship between the Council as shareholder and the Board is set out in the company's Articles of Association, which were authorised by the former Transportation Committee of the Borough Council on 21 February 1986 (Minute 190 refers).

4. CONTRIBUTION TO STRATEGIC AIMS

- 4.1 The Board is responsible for setting the policy base for Reading Transport Ltd, including addressing considerations of equality and sustainability in the company's employment practices, and in its delivery of service.

5. LEGAL IMPLICATIONS

- 5.1 Reading Transport Ltd was set up in 1986 as a company separate from the Council under the provisions of the Transport Act 1985. The Company's Memorandum and Articles of Association were incorporated on 27 March 1986. This document includes provisions for the Council as shareholder to appoint Directors to the Board.
- 5.2 The Urgency Committee, on 15 March 1999, agreed to an amendment to Articles 79, 83 and 84 of the Articles of Association for Reading Transport Ltd, to simplify the arrangements for the retirement of Directors (Minute 166 refers). Under the amended process Directors, once appointed, will hold office for a period of four years from the date of appointment. Directors will automatically retire at the end of the four-year period, when they may then be re-appointed. This would not prevent a Director resigning or being removed by the shareholder; in these circumstances the Director appointed as replacement would serve for four years from their date of appointment and would not "slot in" to the position of the Director being replaced. Appointments to the Board have been made under this revised process since 1999.
- 5.4 The current shareholder-appointed Directors, and their dates of appointment and retirement, are as follows:

Appointed	Director	Retirement
2014	Cllr Stanford-Beale	2018
2015	Ms T Thomas	2019
	Mr M Townend	2019
	Cllr Woodward	2019
	Mr M Adams (Employee representative)	2019
2016	Mr D Sutton	2020
	Mr K Moffat	2020
	Mr F Connolly	2020

- 5.5 The Transport Act 1985 requires the Council to ensure that there are no more than seven Directors who are not full-time employees of the company.
- 5.6 There are currently eight shareholder-appointed Directors of the company, as shown in 5.4 above, one of whom is a full-time employee of the company.
- 5.7 Under Article 85 of the Articles of Association (which has not been amended), any Director who, when appointed, was a Councillor will automatically retire when he/she ceases to be a Councillor.
- 5.8 Under Article 83(ii), the Council as shareholder may remove any Director before his/her period of office has expired, and appoint another person to fill the resultant casual vacancy, in which case the appointment will be for four years as explained in paragraph 5.3 above.

5.9 All Directors may be re-appointed. Directors who are appointed this year will serve for four years, expiring in 2022.

6. **FINANCIAL IMPLICATIONS**

6.1 None direct for the Council. The Directors have a fiduciary duty to Reading Transport Ltd to ensure that it is solvent and is able to meet its day-to-day liabilities to its creditors.

7. **BACKGROUND PAPERS**

7.1 Articles of Association of Reading Transport Ltd.