

To: Councillor Debs Absolom (Chair)  
Councillors Barnett-Ward, Ayub, Carnell,  
Challenger, Duveen, Eden, Emberson,  
Maskell, McGonigle, Page, Robinson,  
Stanford-Beale and R Williams

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1 July 2019

Your contact is: **Peter Driver, Committee Services**

**NOTICE OF MEETING - STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE 9 JULY 2019**

A meeting of the Strategic Environment, Planning and Transport Committee will be held on Tuesday, 9 July 2019 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

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1. DECLARATIONS OF INTEREST		
2. MINUTES		5 - 16
3. MINUTES OF THE MEETINGS OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE		17 - 36
Minutes of the meetings held on 7 March and 12 June 2019.		
4. MINUTES OF OTHER BODIES		
(a) Joint Waste Disposal Board - 24 January 2019		37 - 42
(b) Joint Waste Disposal Board - 25 April 2019		43 - 48
5. PETITIONS		49 - 50
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.		

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<b>6.</b>	<b>QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC</b>		<b>51 - 58</b>
	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.		
<b>7.</b>	<b>DECISION BOOK REFERENCES</b>		
	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.		
<b>8.</b>	<b>PETITION FROM RESIDENTS - OBJECTION TO ENVIRONMENT AGENCY LOWER CAVERSHAM FLOOD REDUCTION SCHEME</b>	<b>BOROUGH WIDE</b>	<b>59 - 64</b>
	A report on the receipt of a petition objecting to the Environment Agency's Lower Caversham Flood Reduction Scheme.		
<b>9.</b>	<b>CLIMATE EMERGENCY</b>	<b>BOROUGH WIDE</b>	<b>65 - 112</b>
	A report outlining the Council's progress to date in tackling climate change and work in progress and setting out the proposed approach to responding to the climate emergency declaration made by the Council on 26 February 2019.		
<b>10.</b>	<b>DRAFT SUSTAINABLE DESIGN AND CONSTRUCTION SUPPLEMENTARY PLANNING DOCUMENT</b>	<b>BOROUGH WIDE</b>	<b>113 - 166</b>
	A report seeking Committee's approval to undertake community involvement on a new Draft Sustainable Design and Construction Supplementary Planning Document (SPD) to replace the existing Sustainable Design and Construction SPD adopted by the Council in July 2011. The results of community involvement would be considered in preparing a final version for adoption.		
<b>11.</b>	<b>MAJOR TRANSPORT PROJECTS UPDATE</b>	<b>BOROUGH WIDE</b>	<b>167 - 174</b>
	A report providing an update on key progress and milestones associated with the current programme of major transport projects in Reading and on future funding opportunities for future schemes which are currently unfunded.		
<b>12.</b>	<b>EMPLOYMENT AND SKILLS PLANS - ANNUAL PROGRESS REPORT</b>	<b>BOROUGH WIDE</b>	<b>175 - 188</b>
	A report updating the Committee on progress with the implementation of planning policies concerned with promoting Employment and Skills Plans.		



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## STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE MINUTES 22 MAY 2019

**Present:** Councillor Debs Absolom (Chair);  
Councillors Ayub, Barnett-Ward, Carnell, Challenger, Duveen,  
Eden, Emberson, McGonigle, Maskell, O'Connell, Page,  
Robinson, Stanford-Beale and R 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 2019/20 and the following Councillors be appointed to serve on the Sub-Committee:

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

<u>Labour Councillors</u>	<u>Conservative Councillors</u>	<u>Liberal Democrat Councillor</u>	<u>Green Councillor</u>
Debs Absolom David Absolom Ayub Barnett-Ward Ennis Hacker Page Terry	Carnell R Singh Stanford-Beale	Duveen	Whitham

- (2) That the following Councillors be appointed as Chair/Vice-Chair of the Traffic Management Sub-Committee for the Municipal Year 2019/20:

<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 22 May 2019 on the Constitution, Powers and Duties of the Council and Committees etc.

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**STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE MEETING MINUTES  
- 18 MARCH 2019**

**Present:** Councillor Debs Absolom (Chair);

Councillors Ayub (Vice-Chair), David Absolom, Ballsdon, Barnett-Ward, Brock, Gittings, Khan, Maskell, O'Connell, Page, Stanford-Beale and J Williams

**Apologies:** Councillors Robinson

**33. MINUTES - 21 NOVEMBER & 12 DECEMBER 2018**

The Minutes of the meetings held on 21 November and 12 December 2018 were confirmed as a correct record and signed by the Chair.

**34. MINUTES OF THE MEETING OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE**

The Minutes of the meetings of Traffic Management Sub-Committee held on 10 January 2018 were received.

**35. MINUTES OF OTHER BODIES**

The Minutes of the following meetings were submitted:

- AWE Local Liaison Committee of 7 November 2018
- Joint Waste Disposal Board of 12 October 2018

**Resolved - That the Minutes be noted.**

**36. NORTH READING AND LOWER CAVERSHAM FLOOD ALLEVIATION SCHEME**

Joanne Emberson-Wines, Nick Read, Angelin Hallaways and Lewis Purbrick from the Environment Agency gave a presentation on the North Reading and Lower Caversham Flood Alleviation Scheme.

Joanne Emberson-Wines explained that the aim was to draw up a scheme for extreme flood events when there was a high amount of rainfall in a short amount of time and as a result to reduce the risk of flooding to many properties in Caversham. The presentation covered why the Environment Agency were working on the scheme, the flood risk in Reading, aerial pictures of the flooding in 2003 and pictures of the flooding in 2014, recent survey work and details of the option being considered.

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The option for consideration was not final and the aim was to find a scheme that was viable and acceptable for everyone, it would also be based on a solid benefit cost basis. Funding for the scheme also had to be found. The next stage would see work carried out to look at areas along the scheme in greater detail and work would also be undertaken with the community to see what would be suitable in each area. Further modelling work would also be carried out which would be shared when it was available. Discussions would also continue with partners such as Thames Water. All information would be independently verified using a third party test and assessment would continue once the scheme had been built. All schemes would have to be in keeping with the natural environment but would also have to enhance the environment. The need to improve engagement with the community was recognised and more/different ways of engaging with the public would take place; the scheme had to be seen as a community project with the Environment Agency and the community working together.

At the invitation of the Chair Councillor Davies, Caversham Ward Councillor, Mr and Mrs Goddard, Daniel Hayman, Heron Island Residents Association, and John Booth, Reading Friends of the Earth, addressed the Committee on their concerns and issues about the scheme and asked a number of questions.

The Chair told the Committee that discussions had taken place with the Environment Agency about holding other community events about the scheme and that the Agency would come back to future meetings when the scheme was at a more advanced stage.

**Resolved - That Joanne Emberson-Wines, Nick Read, Angelin Hallaways and Lewis Purbrick be thanked for their presentation and residents thanked for attending the meeting and asking questions.**

### **37. CLIMATE EMERGENCY**

The Director of Environment and Neighbourhood Services submitted a report providing the Committee with a summary of the Council's intention in respect of the motion that had been moved at Council on 26 February 2019 that had declared a 'Climate Emergency', the report also set out the intended course of action.

The report explained that in February 2019 the Council had received a petition from 798 residents urging the Council to declare a Climate Emergency. A motion was moved at Council on 26 February 2019 confirming that the Council believed the world was now in a 'Climate Emergency' and committing the Council to play a full role in achieving a carbon neutral Reading by 2030. The Council had instructed officers to report to SEPT and Policy Committees on further potential measures that could accelerate the timescale for reducing carbon dioxide emissions to zero by 2030, but recognised that this date could only be achieved with substantial policy changes from national government. The Council had also requested officers to ensure that forthcoming revisions to the Local Transport Plan and Climate Change Strategy and any other relevant policy statements, reflected the urgency of the motion. The Council had also instructed the Chief Executive to write to local MPs and to the Prime Minister and to relevant Government departments (DEFRA,



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MHCLG, DfT and Treasury) setting out the above requirements and the need for new legislation and financial support to deliver this radical agenda.

In response to a question by Tony Goodchild, Extinction Rebellion Reading, Councillor Page explained that work on the Climate Change Strategy was ongoing and included 127 actions. The work would need to be done properly, be given appropriate and adequate time to complete and done in partnership, involving a range of officers and departments. When completed the updated Strategy would be submitted to a future meeting.

### **Resolved -**

- (1) That officers be instructed to submit a report to the next meeting on further potential measures that could accelerate the timescale for reducing carbon dioxide emissions to zero by 2030;**
- (2) That the Chief Executive of the Council be instructed to write to local MPs, the Prime Minister and to relevant Government Departments setting out the requirements and the need for new Legislation and financial support to deliver this agenda;**
- (3) That officers be instructed to ensure that upcoming strategy revisions including the Local Transport Plan and Climate Change Strategies reflect the urgency of the motion.**

### **38. MAIN MODIFICATIONS TO THE LOCAL PLAN**

Further to Minute 23 of the meeting held on 21 November 2018, the Director of Environment and Neighbourhood Services submitted a report presenting the Committee with the main modifications to the Local Plan.

The report explained that the Council was replacing its existing development plans (the Core Strategy, Reading Central Area Action Plan and Sites and Detailed Policies Document) with a single Local Plan to set out how Reading would develop up to 2036. Three consultations had been carried out on this Local Plan between 2016 and 2018 and the Plan had been submitted to the Secretary of State on 29 March 2018, which had marked the beginning of a public examination that had been held by an independent Planning Inspector. The Inspector had informed the Council that main modifications would be needed to make sure that the plan was sound and legally compliant. These main modifications needed to be subject to consultation and a Sustainability Appraisal. However, the Inspector had not yet provided a list of modifications, despite informing the Council that these would be received by 1 March 2019. Therefore, although it had been anticipated that a full list of modifications could be considered by the Committee for consultation, this was not the case.

**Resolved - That the position regarding main modifications to the Local Plan be noted.**

### 39. CONSULTATION ON STATEMENT OF COMMUNITY INVOLVEMENT

The Director of Environment and Neighbourhood Services submitted a report asking the Committee to approve for community involvement the consultation paper on the Statement of Community Involvement. An Equality Impact Assessment was attached to the report at Appendix 1 and the proposed consultation paper on the Statement of Community Involvement was attached to the report at Appendix 2.

The report explained that the Statement of Community Involvement (SCI) was a planning document that detailed how consultation and community involvement on plans and applications would be carried out. It was a statutory requirement to have an SCI in place and one of the considerations for examination of any future development plans would be whether it had complied with the SCI. The Council's most recent SCI had been adopted in March 2014 and there was now an opportunity to consider whether there was a need to revise the SCI, to ask the community whether this represented the best way of consulting, learn from experience and take account of any legislative changes. Rather than produce a full draft at this stage it had been proposed to consult on this in the form of a discussion paper.

**Resolved - That the Consultation Paper on the Statement of Community Involvement, attached to the report at Appendix 2, be approved for community involvement.**

### 40. CHANGES TO THE SELF-BUILD REGISTER PROCESS

The Director of Environment and Neighbourhood Services submitted a report asking the Committee to consider whether eligibility tests or fees should be introduced in determining planning applications for self-build homes.

The report stated that there was a statutory requirement for the Council to maintain a Self-Build Register, which listed those who had registered an interest in building their own home in the Borough. Reading's Self-Build Register had been in existence since 2015, but up to the current time the Council had not sought to apply any eligibility tests or charge a fee. The report considered whether such tests or fees should be introduced, particularly since the number of entries on the Register might have implications for the Council's functions, mainly in determining planning applications.

The legislation enabled authorities to charge a fee for entry onto the Register, but given that the number of new entrants each year onto the Register would be relatively small, averaging one per week for the previous three years, and could potentially decline with the introduction of local eligibility tests, the report recommended that introducing a charge would not be worthwhile. The Council had also received New Burdens Funding from Government which was of a level that would cover most of the costs of maintaining the Register in the first year.

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The report explained that the specific criteria that had been proposed for a Local Connection test were that an applicant should:

- Have lived in the Borough for at least two years; and/or
- Have been in full-time employment (greater than 16 hours per week) within the Borough for at least two years; and/or
- Have an immediate family member who had lived in the Borough for the previous five years (immediate family were defined as a close relative, limited to spouse/partner, parent, sibling or adult child).

The report recommended that delegated authority be granted to the Head of Planning, Development and Regulatory Services to make amendments to the specific criteria above in order to respond to issues that might arise through operation of the criteria. Those that did not pass a local connection test would still be included on the Register, but the Register would then be split into Part 1 and Part 2, with Part 1 containing the list of those who had passed the test and it would be only Part 1 which would be counted for the 'duty to grant permission'.

The Council was not required to specifically justify requiring a test of sufficient resources, although applying such a test was logical as it would ensure that those on the Register were those who would be in a position to actually build if a plot were available, rather than those with only a passing interest in self-build. The report therefore recommended that a test of sufficient resources should be introduced which would require applicants to demonstrate that they had, or would be able to access, funds to purchase land worth £75,000 (the likely estimated minimum cost of purchasing a self-build plot of land in Reading). The following detailed criteria were proposed:

- An offer for a self-build mortgage from a verifiable lender;
- Written confirmation and evidence from a qualified financial advisor with active membership of a verifiable and appropriate professional body;
- Any other information which would demonstrate to the Council's satisfaction that the applicant had sufficient resources to purchase land for their own self-build and custom housebuilding.

The report again recommended that delegated authority be granted to the Head of Planning, Development and Regulatory Services to make amendments to the specific criteria above in order to respond to issues that might arise through the operation of the criteria and to allow the specified land value to change in line with any land value changes locally.

Once approved the new tests would be brought into force by 1 April 2019. The Council would then contact the existing entrants on the list and ask them to demonstrate compliance with the two tests. Those who could not demonstrate compliance with the

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local connection test would remain on the Register, but only on part 2, which would not count towards the 'duty to grant permission'.

**Resolved -**

- (1) That the changes to the Self-Build Register process to introduce a local connection test and a test of sufficient resources be approved;**
- (2) That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the specific criteria for the local connection test and test of sufficient resources in consultation with the Lead Councillor for Strategic Environment, Planning and Transport.**

**41. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE**

The Director of Environment and Neighbourhood Services submitted a report providing the Committee with an update on key progress and milestones associated with the current programme of major transport and highways projects in Reading namely:

- Reading Station Area Redevelopment (Cow Lane Bridges)
- South Reading Mass Rapid Transit;
- Reading Green Park Station;
- Thames Valley Park and Ride;
- East Reading Mass Rapid Transit;
- National Cycle Network Route 422;
- Reading West Station Upgrade.

The report also gave an update on the following unfunded schemes:

- South Reading Mass Rapid Transit (Future Phases);
- Tilehurst Station Access Improvements;
- Third Thames Crossing East of Reading.

With regard to the Cow Lane Bridges the report explained that the route had been opened to two-way traffic without signals for the first time on 25 February 2019, with the full scheme, including pedestrian and cycle routes, to be completed in summer 2019. It was clarified that the meeting that the scheme was not yet complete with work on lighting, the footpath and resurfacing of the road still to be carried out and that there would be a further closure of the route over the weekend of 13 and 14 April 2019 for this

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work to be done. Road signage also needed to be changed and talks were ongoing with Network Rail over the removal of the height restriction signs.

The report also explained that a revised planning application to address concerns that had been raised by Wokingham Borough Council's Planning Committee in relation to the East Reading Mass Rapid Transit had been prepared, including further public consultation that had been carried out during September 2019 on possible amendments to enhance the appearance of the scheme. Fundamental structural changes had not been possible as the scheme had needed to retain the core public transport, walking and cycling elements as set out in Reading and Wokingham's Planning and Transport Plans and the scheme business case, therefore hanging landscaping had been selected as the preferred option, which was consistent with the revised proposal for the Thames Valley Park, Park and Ride scheme. Wokingham Borough Council's Planning Committee had refused permission for the revised scheme in December 2018. The second planning application refusal by Wokingham meant that the scheme could not be delivered in the timescales required by the funding grant conditions, therefore the Berkshire Local Transport Body had reallocated the funding to other schemes across Berkshire, including Reading West Station Upgrade, Theale Station Park and Rail Upgrade and Coppid Beech Park and Ride site. The Council did not intend to pursue the scheme further at the current time and would be carrying out a consultation on development of a new Local Transport Plan to invite suggestions to tackle the current and forecast congestion and air quality issues within the Borough.

With regard to National Cycle Route 422, improvements to a privately owned wall, between New Lane Hill and Greenwood Road, and adjacent footway widening works, were subject to further feasibility work and budget availability after the completion of the final phase. Cris Butler, Acting Head of Transportation and Streetcare, reported that the wall was failing and talks with the landowner were ongoing and that officers were committed to resolving the issue.

**Resolved -**

- (1) That the progress on delivery of the programme of major transport schemes as set out within the report be noted;**
- (2) That the opening of Cow Lane to two-way traffic without signals for the first time on Monday 25 February 2019 be noted;**
- (3) That the reallocation of funding for the East Reading MRT scheme to other schemes across Berkshire, including the Reading West Station Upgrade, Theale Station Park & Rail Upgrade and Coppid Beech Park and Ride schemes be noted.**

**42. HIGHWAYS AND TRANSPORT WORK PROGRAMME - 2019/20**

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The Director of Environment and Neighbourhood Services submitted a report setting out the planned 2019/20 work programme for delivery of various highways and transport schemes in Reading. A list of the projects was attached to the report at Appendix 1.

The report explained that the programme set out in Appendix 1 provided the detail of the Highways and Transport projects to be delivered throughout the 2019/20 financial year. The projects were in line with the aims and objectives of the current Local Transport Plan 2011 to 2026, the Council's Transformation Programme and the Council's Medium Term Financial Strategy. Full details of the schemes would be reported at meetings of Traffic Management Sub-Committee and SEPT Committee. In some cases delivery of schemes was dependent on Traffic Regulation Orders and Public Consultation and regular updates on progress with the implementation of individual schemes would also continue to be reported at meetings of Traffic Management Sub-Committee and SEPT Committee.

### **Resolved -**

- (1) That the report be noted;**
- (2) That progression of the programme as detailed in Appendix 1, attached to the report, be approved.**

### **43. HIGHWAY MAINTENANCE UPDATE 2018/19 AND PROPOSED PROGRAMME 2019/20**

The Director of Environment and Neighbourhood Services submitted a report providing the Committee with an update on the 2018/2019 Highway Maintenance programme and on the £653,000 share of the Additional Highways Maintenance Funding Award for 2018/2019. The report also informed the Committee of the £1.308m Highway Maintenance 2019/2020 Award from the Local Transport Block Funding (Integrated Transport and Highway Maintenance) settlement and outlined the proposed Highway Maintenance 2019/2020 works programme and spend allocation. Finally, the report provided the Committee with an update on the Lead Local Flood Alleviation Grant Funding.

Appendix 1 to the report outlined the proposed Highway Maintenance 2019/2020 works programme and spend allocation and Appendix 2 set out what had been delivered in the Highway Maintenance Programme in 2018/2019.

In response to a question on the condition of pavements and footpaths, Sam Shean, Streetcare Services Manager, informed the Committee that issues could be reported by email, via the Council's website, by phone or directly to [Streetcare.Admin@reading.gov.uk](mailto:Streetcare.Admin@reading.gov.uk) or by using the Love Clean Reading app.

### **Resolved -**

- (1) That the Highways Maintenance Update 2018/2019 be noted;**

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- (2) That the update on the £653,000 Additional Highways Maintenance Funding Award and gives spend approval be noted;**
- (3) That the £1.308 Million Highway Maintenance Award for 2019/2020 from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement be accepted and spend approval for the proposed Highway Maintenance Programme 2019/2020, as set out in Appendix 1 and paragraph 4.11 be granted;**
- (4) That the Head of Transportation and Streetcare be authorised, 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;**
- (5) That the update on the Lead Local Flood Alleviation Grant (LLFA) Funding be noted and spend approval for the total amount of £40,721 available for 2019/20 be granted.**

(The meeting closed at 8.37 pm)

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**Present:** Councillor Ayub (Chair)

Councillors Debs Absolom, Barnett-Ward, Ennis, Hacker, Hopper, Jones, McGonigle, Page, Stanford-Beale and Terry.

**Apologies:** Councillor Raj Singh.

#### **48. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM**

##### **(1) Questions**

A question on the following matter was submitted, and answered by the Lead Councillor for Strategic Environment, Planning and Transport on behalf of the Chair:

Questioner	Subject
Mo McSevney	20 mile per hour zone in 'Old Redlands'

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

##### **(2) Presentation - Local Transport Plan: Future Challenges and Opportunities**

Chris Maddocks, Transport Planning Manager, gave a presentation on the Local Transport Plan (LTP): Future Challenges and Opportunities. The presentation started by providing some background in terms of the current plan and covered existing travel patterns in Reading and the wider area which would be key to consider when developing the new plan, key challenges and opportunities that would be faced and would need to be addressed when producing the new plan and the next steps. The LTP provided the basis for investment within the Borough for transport schemes and would set the strategy for transport to, from and in the Borough.

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

**Resolved - That the presentation be noted.**

#### **49. MINUTES**

The Minutes of the meeting of 10 January 2019 were confirmed as a correct record and signed by the Chair.

#### **50. PETITIONS**

- (a) Petition from Residents of Norcot Road, House Numbers 275 to 291 - Objection to Red Route

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition objecting to a section of the Red Route Scheme.

The petition read as follows:

*'We are petitioning for the red route scheme recently implemented along the stretch of Norcot Road house numbers 275-291, to be replaced by an alternative scheme. Our houses sit back from the highway, with tarmac access to our driveways for vehicles and there are 2 pedestrian pathways (one by the road and one in front of the houses). In the past we have always parked cars on the access to our driveways or on the grass in between. (Photo attached). By parking there we didn't cause an obstruction or hazard on the highway or the pedestrian paths. Since the introduction of the red route, numerous parking fines have been incurred due to cars being parked in this way. The impact of the scheme has meant that we are now having to park cars in local side streets where space is already limited and the obvious difficulties that occur with deliveries being made.*

*It seems ludicrous that these areas cannot be used to park vehicles in when it causes no disruption to traffic flow or presents obstacles or hazards to pedestrians or cyclists, which is why the scheme was implemented.*

*Attached are details of the residents raising objections to this scheme together with contact details. We would welcome a site visit to discuss in more detail.*

*We understand the need for busses and cars to flow freely and the need for a scheme that stops parking on the highway. We would like the red route changed to another scheme to enable us to park outside our houses without incurring fines or an exclusion area for this stretch of the road'*

The report stated that a petition had been received from residents of Norcot Road which had contained 11 signatures on behalf of 14 persons at nine different addresses.

The report explained that the western section of the Red Route, to which the petition referred, had been implemented under the experimental order and was still in the formal consultation phase. The process had invited objections and other comments that could be considered for potential alterations to the experimental, and/or final Traffic Regulation Order. Officers would record and consider the contents of the petition in the context of the consultation and would be submitting a report on the western section of the Red Route to a future meeting.

The report explained that parking on footways and verges could cause obstruction to pedestrians, particularly those with mobility aids or push-chairs, and obstructions to sightlines for users of other vehicles, whether motor vehicles or bicycles. The footways and verges were not constructed to support vehicle traffic, unless specifically indicated otherwise, and there were legislative offences that applied to obstruction, driving on a footway and damaging the public Highway. Damage could make an area look unsightly, increase maintenance costs and put members of the public at increased risk. Red Route restrictions were waiting restrictions, in the same 'family' as yellow-lines, and just like these other waiting restrictions they applied to the entire width of the Highway land, from the centre of the carriageway to the boundary on the same side of the road as the marking/signing, this included the areas of footway and verge.

At the invitation of the Chair, lead petitioner Jenny Pickett and Councillor Daya Pal Singh addressed the Sub-Committee.

**Resolved -**

- (1) That the report be noted;
- (2) That the petition and its contents be recorded as an objection to the Red Route, for inclusion in a future report on the western section of the Red Route;
- (3) That the lead petitioner be informed accordingly.

#### **51. RED ROUTE - ROUTE 17**

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the introduction of a Red Route waiting restriction along the Reading Buses Route 17 corridor. A copy of the consultation sample material was attached to the report as Appendix 1, a sample of bus journey times, east side Red Route was attached at Appendix 2 and Red Route Penalty Charge Notices (PCN) issued to the end of January 2019 was attached to the report at Appendix 3.

The report explained that the Red Route waiting restriction had been in place on the east, from the Borough boundary to the IDR, of the Reading Buses Route 17 for just over a year. The west side Red Route restriction from the junction of Park Lane with Mayfair in Tilehurst to the IDR had been in place since late summer 2018. Initial enforcement had been limited to busiest periods and had focused on drivers pulling up onto the footway. Since October 2018 enforcement had been increased to daytime operations using a camera vehicle.

Relatively few comments had been made on the use of the no stopping restriction and those that had been received were very specific to individual experiences. A sample of bus journey times that had been taken in January 2019 had been compared to the same journey in the same period in January 2018 and had shown promising benefits to public transport.

The report sought to make permanent the east side Red Route restriction and an assessment of the west side would be made and a report submitted to the Sub-Committee in June 2019.

#### **Resolved -**

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to make the appropriate experimental Traffic Regulation Order into a permanent Traffic Regulation Order under the Road Traffic Act 1984, advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the issue of parking on the verge and footway within the Red Route as highlighted in paragraph 4.5 of the report be addressed at the next meeting;
- (4) That no public enquiry be held in to the proposal.

## 52. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

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

- Reading Station Area Redevelopment (Cow Lane Bridges)
- South Reading Mass Rapid Transit;
- Reading Green Park Station;
- Thames Valley Park and Ride;
- East Reading Mass Rapid Transit;
- National Cycle Network Route 422;
- Reading West Station Upgrade.

The report also gave an update on the following unfunded schemes:

- South Reading Mass Rapid Transit (Future Phases);
- Tilehurst Station Access Improvements;
- Third Thames Crossing East of Reading.

With regard to the Cow Lane Bridges the report explained that the route had been opened to two-way traffic without signals for the first time on 25 February 2019, with the full scheme, including pedestrian and cycle routes, to be completed in summer 2019. It was clarified at the meeting that the scheme was not yet complete with work on lighting, the footpath and resurfacing of the road still to be carried out and that there would be a further closure of the route over the weekend of 13 and 14 April 2019 for this work to be done. Road signage also needed to be changed and talks were ongoing with Network Rail over the removal of the height restriction signs.

The report also explained that a revised planning application to address concerns that had been raised by Wokingham Borough Council's Planning Committee in relation to the East Reading Mass Rapid Transit had been prepared, including further public consultation that had been carried out during September 2019 on possible amendments to enhance the appearance of the scheme. Fundamental structural changes were not possible as the scheme had needed to retain the core public transport, walking and cycling elements as set out in Reading and Wokingham's Planning and Transport Plans and the scheme business case, therefore hanging landscaping had been selected as the preferred option, which was consistent with the revised proposal for the Thames Valley Park Park and Ride scheme. Wokingham Borough Council's Planning Committee had refused permission for the revised scheme in December 2018. The second planning application refusal by Wokingham meant that the scheme could not be delivered in the timescales required by the funding grant conditions, therefore the Berkshire Local Transport Body had reallocated the funding to other schemes across Berkshire, including Reading West Station upgrade, Theale Station Park and Rail upgrade and Coppid Beech Park and Ride site. The Council did not intend to pursue the scheme further at the current time and would be carrying out a consultation on development of a new Local Transport Plan to invite suggestions to tackle the current and forecast congestion and air quality issues within the Borough.

**Resolved -**

- (1) That the progress on delivery of the programme of major transport schemes, as set out in the report, be noted;
- (2) That the opening on 25 February 2019 of Cow Lane to two-way traffic without signals for the first time be noted;
- (3) That the reallocation of funding for the East Reading MRT scheme to other schemes across Berkshire, including the Reading West Station upgrade, Theale Station Park and Rail Upgrade and Coppid Beech Park and Ride schemes be noted.

### 53. WAITING RESTRICTION REVIEW

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 2018B. The report also provided the Sub-Committee with the list of new requests for potential inclusion in the 2019A programme.

The following appendices were attached to the report:

Appendix 1 - Objections, support and other comments that had been received during statutory consultation for the 2018B programme.

Appendix 2 - New requests for consideration in the 2019A programme.

At the invitation of the Chair, Glenn Dennis addressed the Sub-Committee in respect of Thirlmere Avenue.

#### Resolved -

- (1) That the report be noted;
- (2) That the objections noted in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the following proposals made under the waiting restriction review 2018B, as set out in Appendix 1, be implemented, amended or removed from the programme as follows:
  - Amersham Road - implemented as advertised;
  - Denby Way - implemented as advertised;
  - Lower Armour Road - implemented as advertised;
  - Thirlmere Avenue - removed from the programme;
  - Berkeley Avenue - implemented as advertised;
  - Bexley Court - removed from the programme;
  - Quantock Avenue - implemented as advertised;
  - Chiltern Road - implemented as advertised;
  - Hemdean Road - Remove the timed restriction from 8.00am to 5.00pm Monday to Friday and implement the double-yellow line only;
  - Longships Way - implemented as advertised;

- (4) 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;
- (5) That the respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly;
- (6) That the requests made for waiting restriction changes as shown in Appendix 2 be noted and, officers write to the Development Manager in respect of Haden Square and Reservoir Crescent in Minster Ward to find out what the objection was and subject to the removal of Culver Mews in Park Ward from the list, officers investigate each remaining request as part of the 2019A review programme;
- (7) That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing an opportunity for their comments to be included in the next report submitted to the Sub-Committee;
- (8) 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 2019A programme.

#### 54. RESIDENT PERMIT PARKING UPDATE REPORT

Further to Minute 39 of the meeting held on 10 January 2019, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the lists of requests for Resident Permit Parking, including progress of developing schemes and any new requests that had been received and revised proposals for the Wokingham Road element of the East Reading Study Area Scheme.

The comments and objections that had been received during the statutory consultation were attached to the report at Appendix 1 and the drawings showing the amendments that had been advertised were attached to the report at Appendix 2.

##### Requested Schemes List - Update

Appendix 1 of the report set out the list of requests that had been received for Resident Permit Parking Schemes and included the comments and objections that had been received during the statutory consultation. Where the Sub-Committee had previously allocated a priority to a scheme this had been recorded and where a request had been previously reported to the Sub-Committee but had not been allocated a priority, this had also been recorded, along with any schemes that were 'new' to the list.

##### Revised Proposal for Wokingham Road (East Reading Study area)

Appendix 2 of the report set out the drawings showing the amendments that had been developed by officers following consideration of the feedback from the consultation on the proposal for the bays on Wokingham Road. This included another 'shared use' type restriction, which would allow permit holders to park at any time but also allowed non-permit holders to park up to 24 hours a day, seven days a week with a Pay and Display ticket. These new proposals were intended to meet the needs of residents by providing

additional parking permit bays within the wider scheme area, but also provided flexible parking for visitors throughout the day along with the turnover and relative ease of enforcement that Pay and Display restrictions provided. It had been proposed that these restrictions would overcome the objections that had been made primarily by visitors, that the maximum stay period could be prohibitively short and limited to the 8.00am to 8.00pm period.

At the invitation of the Chair, Peter Cowling of the Earley Christian Fellowship addressed the Sub-Committee in respect of the proposals for Wokingham Road.

**Resolved -**

- (1) That the report be noted;
- (2) That the priorities for scheme progression, as set out in paragraphs 4.2 to 4.4 of the report, remain on the list for future consideration;
- (3) That the scheme for Wokingham Road, as set out in Appendix 2 attached to the report, proceed to statutory consultation;
- (4) That the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory advertisement be submitted to a future meeting;
- (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals.

**55. RESULTS OF STATUTORY CONSULTATIONS - PAY AND DISPLAY MINOR CHANGES (HOSPITAL AND UNIVERSITY AREA)**

Further to Minute 41 of the meeting held on 10 January 2019, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of comments and objections that had been received during the statutory consultation for the agreed proposals to amend a number of parking restrictions within the Hospital and University parking scheme area. The comments and objections that had been received during the statutory consultation were attached to the report at Appendix 1 and drawings showing the amendments that were advertised were attached to the report at Appendix 2.

The report explained that the statutory consultation had taken place between 7 February and 28 February 2019 and that those proposals that had not received objections, or other comments, would be implemented as advertised. As yet, the previously agreed changes to the scheme had not been implemented, this included the agreement to increase the Pay and Display charges by 10p per tariff. It was intended that the implementation of restriction changes in this parking scheme area would be conducted as a single scheme,

once all changes had been agreed. This approach would be more cost-effective and would ensure clarity of the restrictions across the scheme area, supporting enforceability.

**Resolved -**

- (1) That the report be noted;
- (2) That, having considered the comments and objections noted in Appendix 1, the proposed restrictions on Elmhurst Road around and into Marlborough Avenue be removed from the scheme;
- (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.

## **56. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES**

Further to Minute 18 of the meeting held on 12 September 2018, 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 Councillors.

Appendix 1 provided the list of schemes/proposals, with officer comments and recommendations.

**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.

## **57. 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 the item below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

## **58. 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 sixteen applicants, who had subsequently appealed against these decisions.

**Resolved -**



## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 7 MARCH 2019

- (1) That with regard to application 5 the matter be deferred to request further information on what if any parking permit provision there was for residents of 1 to 10 Kennet Side;
- (2) That with regard to application 6 the matter be deferred to request proof of residency and proof of vehicle ownership;
- (3) That, with regard to applications 7 and 8 a first discretionary resident permit be issued, personal to the applicant;
- (4) That with regard to application 9 a first discretionary resident permit be issued, personal to the applicant, on the grounds that this was a renewal of an existing permit that had been issued in error;
- (5) That, with regard to application 12 a third discretionary resident permit be issued, personal to the applicant;
- (6) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1, 2, 3, 4, 10, 11, 13, 14, 15 and 16 be upheld.

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

(The meeting started at 6.30 pm and finished at 8.40 pm).

CHAIR:.....

DATE: 12/06/19

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**Present:** Councillor Ayub (Chair)

Councillors Debs Absolom, David Absolom, Barnett-Ward, Carnell, Duveen, Ennis, Hacker, Page, R Singh, Stanford-Beale, Terry and Whitham.

## **1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM**

### **(1) Cleaner Air and Safer Transport Forum**

Councillor Barnett-Ward explained that there was no presentation in the Former Transport User's Forum section of the meeting, and that a Cleaner Air and Safer Transport Forum was in the process of being set up by the Council, which she would be chairing.

### **(2) Questions**

Questions on the following matters were submitted, and as the questioners were not present at the meeting, answers were provided in writing in accordance with Standing Order 9 (5):

<b>Questioner</b>	<b>Subject</b>
Josey Njoroge	Safety Issue on Upton Road Tilehurst
Adam Hewitt	Pedestrian Crossing on Pepper Lane
Adam Hewitt	20mph Zones in Reading

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

## **2. MINUTES**

The Minutes of the meeting of 7 March 2019 were confirmed as a correct record and signed by the Chair.

## **3. SCHOOL CROSSING FACILITY UPGRADES**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing an update on improvements to school crossing facilities in the Borough, following the decision of Policy Committee in February 2018 to progress savings to the school crossing patroller budget and a proposal for a controlled crossing for Caversham Primary School, which would complement the savings proposal. The design proposal for a new zebra crossing to serve Caversham Primary School was attached to the report at Appendix 1.

The report explained that, following the decision at Policy Committee on 19 February 2018 (Minute 75 refers) to progress savings to the school crossing patroller budget, the potential to make improvements to school crossing facilities at schools which currently had a crossing patroller had been investigated. A zebra crossing had been installed on Wensley Road, outside St Mary's and All Saints Primary School, as part of the West Reading

Transport Study, which had provided a significant improvement on the previous raised table at the location.

Caversham Primary School was currently served by a school crossing patroller located on Kidmore Road, to the south side of the junction with Oakley Road and, due to this being a clear desire-line and on the school side of Oakley Road, officers had investigated a possible location for a permanent controlled crossing (zebra crossing). Officers were seeking approval to serve a notice of intention for the placement of the crossing facility. Officers would first arrange for a utility plant search and safety audit to be conducted and also sought approval to make minor amendments to the design accordingly. This was a challenging location for a crossing, due to the location of driveway accesses and a relatively narrow footway. However, this was the existing crossing desire-line and locating the crossing to the north side of the junction would necessitate further crossing facilities on Oakley Road for which a suitable location could not be identified. Complementary alterations to the give-way on Oakley Road were intended to further aid visibility at the junction.

Alfred Sutton Primary School was served by signalled crossings on Wokingham Road but officers were aware of the wish for a 'controlled' crossing on Crescent Road. This type of crossing required a long stretch of clear road, away from junctions and accesses. Unfortunately, there was not a suitable location for a controlled crossing on Crescent Road due to the proliferation of driveway accesses along the road and up to the junction. Officers would investigate potential improvements that could provide some informal/uncontrolled crossing improvements.

The report explained that there was an existing zebra crossing facility for pupils attending Redlands Primary School on Addington Road which was currently used by the school crossing patroller. This facility was considered to be sufficient and therefore no alterations were being recommended.

Opportunities to provide enhanced crossing facilities at other schools within the Borough would continue to be investigated, subject to available budgets, as part of the Council's ongoing work with schools to promote safe and sustainable travel.

It was suggested at the meeting that this could include investigating formalising the implied crossing at the bottom of Oakley Road by the Hemdean Road roundabout, to also assist Highdown School pupils in crossing Oakley Road, and officers agreed to include this possibility in their further investigations.

**Resolved -**

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to carry out the Statutory Notice procedures for the intention to install a new zebra crossing on Kidmore Road, to the south side of the junction with Oakley Road, as set out in Appendix A and paragraph 4.4, in accordance with Section 23 of the Road Traffic Regulation Act 1984;
- (3) That, subject to the results of utility investigations, safety audit and serving of the Section 23 notice, the crossing be implemented to contribute toward the agreed savings proposal.

#### **4. NATIONAL CYCLE NETWORK ROUTE 422 - UPDATE**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing an update on key progress and milestones associated with the new National Cycle Network Route (NCN 422) between Bath Road/Greenwood Road and the Three Tuns. A plan showing the removal of the Traffic Island to the west of Ashley Road was attached to the report at Appendix A and a revised plan for the route between Grange Avenue and Pitcroft Avenue was attached to the report at Appendix B.

The report explained the progress on Phases 1 and 2 of the NCN 422 scheme and that a Notice of Intention was required for the removal of a traffic island on Berkeley Avenue, 35 metres west of Ashley Road, in accordance with Section 23 of the Road Traffic Regulation Act 1984. The removal of the traffic island would enable the existing advisory cycle lane to be upgraded to a mandatory cycle lane.

Phase 3 of the scheme built on previous works that had been delivered as part of the Local Sustainable Transport Fund programme by extending shared use facilities along Wokingham Road from Cemetery Junction to the Three Tuns and had been granted scheme and spend approval by the Strategic Environment, Planning and Transport Committee on 21 November 2018 (Minute 30 refers). Measures included improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening. Phase 3 works had commenced in April 2019 and were due to be completed by summer 2019. Works that had been completed to date had concentrated on the section between Cemetery Junction and Palmer Park Avenue, including improved pedestrian and cycle crossing facilities at side road junctions and the conversion of the pedestrian crossing, to the east of St Bartholomews Avenue, to a tiger crossing. The in-house Highways Team would now focus on improvements to the path running adjacent to Wokingham Road through Palmer Park. This phase would be further complemented by works proposed between Grange Avenue and Melrose Avenue, as part of the annual resurfacing programme.

The report explained that revised designs for Wokingham Road between Grange Avenue and Pitcroft Avenue had been finalised and had been shared with Ward Councillors. A Stage 1 and 2 Road Safety Audit had been carried out on the revised design by an independent auditor and had not identified any concerns in respect of the changes that had been proposed. Further Notices of Intention had been advertised for alterations to existing traffic calming features along Wokingham Road, between Palmer Park Avenue and St Peters Road, and for converting the existing pedestrian crossing to a tiger crossing to the west of Pitcroft Avenue, both in accordance with Section 23 of the Road Traffic Regulation Act 1984 and Section 90C of the Highways Act 1980.

It was requested at the meeting that the Ward Councillors be briefed on the removal of the traffic island on Berkeley Avenue.

#### **Resolved -**

- (1) That the progress on delivering the NCN programme as set out within the report be noted;**
- (2) That the Assistant Director of Legal & Democratic Services be authorised to carry out the Statutory Notice procedures for the removal of a traffic island on Berkeley Avenue between Bath Road and Ashley Road, as part of the NCN 422 scheme, as set out in Appendix A and in accordance with**

Section 23 of the Road Traffic Regulation Act 1984, subject to a briefing being provided for the Ward Councillors.

**5. BI-ANNUAL WAITING RESTRICTION REVIEW - 2019A PROPOSALS FOR STATUTORY CONSULTATION**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking approval for carrying out statutory consultation on and, subject to no objections being received, implementation of requests for or changes to waiting/parking restrictions.

The following appendices were attached to the report:

Appendix 1 - Bi-Annual waiting restriction review programme, list of streets and officer recommendations, including any Councillor comments.

Appendix 2 - Drawings to accompany the officer recommendations in Appendix 1.

The report explained that approval had been given at the meeting on 7 March 2019 (Minute 53 refers) to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions. Officers had investigated the issues that had been raised in the list and had considered appropriate measures that could be implemented to overcome each issue. Proposals had been shared with Ward Councillors to provide them with an opportunity to informally consult with residents, consider the recommendations and provide any comments.

**Resolved -**

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1 and 2;
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That no public inquiry be held into the proposals.

**6. RESULTS OF STATUTORY CONSULTATION**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of objections and other feedback that had been received during the statutory consultation on proposals for:

- a) Implementing a Resident Permit Parking Scheme in Lower Caversham; and
- b) Closing Milford Road and Meadow Road and reducing the speed limit on Wigmore Lane, Portman Road, Cow Lane and Richfield Avenue from 40mph to 30mph.

The responses to the statutory consultation for the Lower Caversham Resident Permit Parking proposal were attached to the report at Appendix 1 and the responses to the statutory consultation for the closure of Milford Road and Meadow Road and the proposed speed limit reduction on Wigmore Lane, Portman Road and Richfield Avenue were attached to the report at Appendix 2.

The statutory consultation period for the second proposal had closed on 7 June 2019, after publication of the papers for the Sub-Committee, so an updated version of Appendix 2 had been produced after the close of the consultation period and circulated prior to the meeting.

a) Lower Caversham Resident Permit Parking Scheme

The report explained that a number of requests for resident permit parking had been received from residents living in Lower Caversham. These had been pulled together and an area scheme had been proposed, which had been added to the list of Resident Permit Parking requests. The scheme had been prioritised by the Sub-Committee at its meeting on 13 March 2017 (Minute 77 refers). Informal consultations had been conducted to inform the desire for development of a scheme and allow feedback on concept designs to be considered and a public drop-in session had also taken place. The resulting proposals had been agreed by the Sub-Committee to proceed to statutory consultation at its meeting on 10 January 2019 (Minute 39 refers). The consultation had been carried out over a three week period.

At the invitation of the Chair, Jennifer Loucaides addressed the Sub-Committee on the Lower Caversham Resident Permit Parking Scheme.

b) Closures of Milford Road and Meadow Road and reduction of speed limit on Wigmore Road, Portman Road, Cow Lane and Richfield Avenue.

The report explained that the results of an informal consultation that had been carried out by Abbey Ward Councillors in May 2018 on the principle of closing Meadow Road and Milford Road to through traffic had demonstrated a favourable consensus toward the development of the proposals and a design had been submitted to the Sub-Committee on 10 January 2019 (Minute 40 refers). The proposal included the closures and also the removal of the width restriction on Addison Road, thus removing an access issue that could be created for a number of businesses on Cardiff Road. The removal of this width restriction would not create a rat-run and had allowed the scheme proposal to include extending nearby resident permit parking bays.

The report explained that at the Sub-Committee on 12 September 2018 (Minute 20 refers), officers had proposed a reduction of the speed limit, from 40mph to 30mph, on the Cow Lane corridor between Oxford Road and Caversham Road, taking in Wigmore Road, Portman Road, Cow Lane and Richfield Road, which would improve access/egress to/from side roads and accesses along the corridor and improve the perception of safety for pedestrians and cyclists.

Both proposals had been approved for progression to statutory consultation and officers had considered that they were complementary proposals relating to the vicinity of Cow Lane and therefore had combined them into a single statutory consultation. This consultation had been conducted over a three week period.

**Resolved -**

- (1) That the report be noted;**
- (2) That, following consideration of the objections and other feedback noted in Appendix 1 and Appendix 2, the proposals for the Lower Caversham Resident Permit Parking Scheme and the Closures of Milford Road and Meadow Road and reduction of speed limit on Wigmore Road, Portman Road, Cow Lane and Richfield Avenue be agreed for implementation as advertised;**
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public enquiry be held into the proposals;**
- (4) That the respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly.**

**7. WEST READING STUDY**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing an update on the measures that had been introduced to date and those measures that were yet to be implemented as part of the West Reading Study. It also explained an issue of traffic rat-running in the vicinity of Fawley Road and proposed a solution to this issue. Drawings that demonstrated the current issue and the proposal to resolve the issue, which was recommended for statutory consultation, were attached to the report at Appendix 1.

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.

**a) Progress Update**

The report set out measures which had been delivered in the study area and the following measures which were being developed:

- Conversion of a strip of verge on Wensley Road into a parking layby;
- Procedures and costings were being developed and considered for the potential Highway adoption and street lighting of the long footpath that ran between the western end of Wensley Road and Coley Avenue (south);
- Options for uncontrolled crossing facilities were being investigated for Southcote Lane, near to the junction with Fawley Road;



- Herringbone surface printing would be installed to highlight uncontrolled crossing points around the two roundabouts on Southcote Lane at Circuit Lane and Virginia Way;
- Alterations to the speed cushions on Southcote Lane, near to its junction to Burghfield Road, were being considered to increase their effectiveness;
- Signing 'tidy-up' in Southcote - removing unnecessary and damaged signing;
- Designing and sharing a 'kiss & drop' lining proposal with Southcote Primary School, which they could consider for implementation on their land to aid with school traffic flow.

b) Recommendation for statutory consultation

The report explained that, to avoid peak time traffic on sections of the A4 Bath Road, and the eastbound bus gate on Southcote Lane, a significant number of motorists were using Silchester Road and Faircross Road to access Southcote Lane. They were turning left onto the road (there was a no-right turn and traffic island that restricted the right-turn) and conducting a U-turn in the junction with Fawley Road so that they might re-join the A4 Bath Road further to the east. These movements posed a number of issues and concerns as follows:

- It increased traffic levels in the already-congested residential streets around Southcote Primary School during school drop-off times;
- Motorists turning at the junction with Fawley Road did so with varying levels of success and consideration of those around them.

The report proposed that the most effective method to stop the rat-running and turning movements was to reverse the one-way directions of Silchester Road and Faircross Road. The 'left-turn only' restriction from Faircross Road onto Southcote Lane and 'no-entry' from Southcote Lane onto Faircross Road would be revoked, with a 'no entry' from Circuit Lane onto Silchester Road and from Silchester Road onto Faircross Road also being proposed. Reversing the one-way directions of Silchester Road and Faircross Road would remove the ability for traffic to bypass the Southcote Lane bus gate and proceed toward the town centre. This would stop the rat-run and stop the turning movements in the junction of Fawley Road for this purpose.

The report acknowledged that changing the one-way direction would require those wishing to access Southcote Lane in the morning by private motor vehicle to do so via its eastern end at the roundabout with the A4 Bath Road. However, this could have some benefit to reducing the use of private motor vehicle travel and increased consideration of using other modes of transport. Residents of Silchester Road and Faircross Road wishing to travel eastbound would also be required to join the A4 Bath Road via Circuit Lane during the times at which the Southcote Lane bus gate was operational.

The report explained that the proposal would require statutory consultation and therefore recommended that authorisation to conduct the consultation should be granted to officers and that any objections should be reported to a future meeting. If no objections were received, the report recommended that officers be granted authority to develop the proposals for implementation, with the West Reading Transport Study Steering Group.

The report noted that the proposal, set out in Appendix 1, highlighted a number of considerations, such as the movement/removal of traffic islands and adjustments to the

Highway to accommodate the one-way reversals, so the plan should be considered as indicative at this stage. Pending the outcome of the statutory consultation, detailed investigations could be carried out, the designed finalised and costed. The Steering Group would consider the cost of the changes alongside the anticipated costs for the remaining aspects of the study and the Steering Group could then decide its delivery priorities against the remaining level of developer funding available.

**Resolved -**

- (1) That the report be noted and the ongoing delivery of the study outcomes be supported;
- (2) That the recommended proposals for reversing the one-way directions of Silchester Road and Faircross Road in 'Part b)' of the report proceed to statutory consultation;
- (3) That the Assistant Director of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (4) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals.

**8. CAR PARK TARIFF REVIEW 2019**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on a proposal to change the 'off-street' car parking orders which had come about as a result of a review of the tariffs. A copy of the proposed car park Tariff Charges 2019 was attached to the report at Appendix 1, details of Season Tickets 2019 were attached at Appendix 2 and a comparison of car park charges 2019 was attached at Appendix 3.

The report explained that the car park tariffs had last been reviewed in June 2018 with changes proposed to the tariffs in Broad Street, Queens Road, Cattle Market, Hills Meadow and King's Meadow car parks, plus season tickets. The tariffs reflected the different types of off-street parking that was available, for example, the local centre shoppers' car parks were charged differently to town centre car parking. On 4 October 2018 the management contract with NCP had been terminated, the car parks had been brought back in-house, and none of the proposed tariff changes that had been agreed at the 13 June 2018 meeting (Minute 7 refers) had been implemented. A further review of the tariffs had since been carried out.

The review of the car park tariffs had taken into account who the main customer segments were (for example, retail or commuter), the appropriate products available, optimal

pricing strategies and reviewed financial models, to understand the risks and opportunities. The full listing of proposed car park charges was set out in Appendices 1 and 2 and, subject to the changes being agreed, and the associated Traffic Regulation Order being implemented, it was planned to introduce them from August/September 2019, provided there were no objections to the order.

The report stated that town centre car parks currently had spare capacity during the day, and overnight, and for this reason tariffs were very competitive. Within the town centre area, the Oracle, Q Parks, NCP and APCOA car parks were all run by commercial operators who set their tariffs on a 'supply and demand' basis. This tariff review had considered the competitive nature of parking within Reading and its objective was to offer good value for money in this competitive market. Rather than encourage increased car use, the plan was to increase the Council's share of the market, and the tariff review also set the scene for setting an environmental tariff; for example, electric vehicles would pay a lower tariff and higher polluting vehicles would pay a higher tariff. Longer term opportunities included running car shares for an increasing residential population in the town centre alongside other initiatives like bike share hubs.

The report set out the current and proposed tariffs for each of the car parks and explained that, as well as the existing Cattle Market Pay and Display Car Park, a new Pay on Foot Cattle Market car park area would be constructed, to be re-branded as Station West once completed, as the Cattle Market was a popular car park for commuters using Reading Railway Station.

**Resolved -**

- (1) That the changes to the car park tariffs as set out in Appendices 1 and 2 be agreed;**
- (2) That the statutory requirements for changes to the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) Order 2019 be agreed and the Assistant Director of Legal and Democratic Services be authorised to advertise the proposals, including the renaming of the rear Cattle Market car park to Station West, within the Traffic Regulation Order process.**

## **9. CYCLE FORUM MEETING NOTES**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions from the Cycle Forum held on 19 March 2019, the meeting note of which was appended.

**Resolved - That the notes from the Cycle Forum held on 19 March 2019 be noted.**

## **10. 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 item 11 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.**

## **11. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS**

The Executive Director for Economic Growth 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 19 applicants, who had subsequently appealed against these decisions.

### **Resolved -**

- (1) That with regard to application 5 the matter be deferred to request further information on the applicant's case and on the possible impact of adding their profession to the list of approved professions to be allowed to be issued with Healthcare Professional Permits;**
- (2) That, with regard to applications 2, 4, 7, 11 and 12, a first discretionary resident permit be issued, personal to the applicant, subject to supplying adequate proofs where not already provided;**
- (3) That, with regard to application 18 a second discretionary resident permit be issued, personal to the applicant, subject to supplying adequate proofs;**
- (4) That, with regard to applications 9, 10, 14, 16, 17 and 19, a third discretionary resident permit be issued, personal to the applicant, subject to supplying adequate proofs where not already provided;**
- (5) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 3, 6, 13 and 15 be upheld;**
- (6) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 8 be upheld, but the applicant be advised that, if they had an appropriate medical reason, they could apply for a disabled person's badge.**

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

(The meeting started at 6.30 pm and finished at 8.01 pm).

**JOINT WASTE DISPOSAL BOARD**  
**24 JANUARY 2019**  
**(9.35 - 11.47 am)**

- Present: Bracknell Forest Borough Council  
Councillor Mrs Dorothy Hayes MBE  
Councillor Iain McCracken
- Reading Borough Council  
Councillor Sophia James  
Councillor Tony Page
- Wokingham District Council  
Councillor John Halsall  
Councillor Simon Weeks
- Officers Peter Baveystock, Wokingham Borough Council  
Grace Bradbrook, Re3 Principal Finance Officer  
Monika Bulmer, re3 Marketing and Communications Officer  
Oliver Burt, re3 Strategic Waste Manager  
Damian James, Bracknell Forest Council  
Dave Moore, Reading Borough Council

**19. Nomination of Vice Chairman**

**RESOLVED** that Councillor Halsall be appointed Vice-Chairman of the Joint Waste Disposal Board Management Committee for the 2018/19 Municipal Year.

**20. Declarations of Interest**

There were no declarations of interest.

**21. Minutes of the Meeting of the Joint Waste Disposal Board**

**RESOLVED** that the minutes of the meeting of the Joint Waste Disposal Board held on the 12 October 2018 be approved as a correct record and signed by the Chairman.

Arising on the minutes it was noted:

Minute 18 - It was explained that if the Board were to have substitutes this would have to be agreed by the Board. The substitutes could only be Executive or Lead Members and would have to be elected as substitute members in the same way that members were elected to sit on the Board.

The Chair emphasised the need for the Board meetings to be quorate.

**22. Urgent Items of Business**

There were no urgent items of business.

It was raised that some Members had not received their agendas until the day before the meeting.

It was agreed that Hannah would circulate the agenda electronically as soon as it was published.

## 23. **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:

- re3 Waste Strategy Targets
- Communications

The Board was advised that:

- Given the timings of the JWDB, going forward provisional performance data for the re3 Waste Strategy targets would be provided.
- Bracknell Forest's current recycling rate was 38.9%.
- Waste from incinerators could not be counted towards the recycling rate.
- The Welsh Assembly had decided locally in Wales to include incineration in their recycling rate and they had set their national target on that basis. The government had resisted repeated calls to review across England. Hampshire County Council for example and had been active in lobbying the Government but had always been turned down as the Government's view was that this was waste and not intended to be recycled.
- Reading Council's recycling rate was at 31.91%.
- Wokingham Borough Councils recycling rate was 40.46%.
- The two HWRC had different targets but both were performing at a similar recycling rate.
- The re3 partnership had been engaged in a range of different communication campaigns across the three Borough's over the preceding months.
- The main focus had been on plastic recycling. With adverts in Council magazines, on Reading buses, in Civic Offices and a large screen outside Reading train station.
- There had been an increase in the downloads of the re3 app, re3cyclopedia, reaching a peak of downloads in December. So far there were over three thousand users.
- The app search function would also be added to Wokingham website which should increase popularity of the app.
- The Lottabottle campaign had increased the brand's visibility of re3 and also increased glass recycling tonnage by 4.35%.
- There had been good engagement from schools, who were the biggest group of contributors to Lotta Bottle, and good social media coverage.
- Festive communications had been carried out through press releases, adverts on social media and through an re3 social media advent calendar.
- Over the festive period there had been high profile media exposure in regard to glass recycling, This had been reported at a national level, in outlets such as Sky News, BBC, ITV, The Daily Mail and the Mirror. The re3 Communications and Marketing Officer, expressed her thanks to all the Councillors for the help that they had given over this busy period. As a result of the coverage there had been a higher amount of media queries and interest.
- The Board congratulated the team on their handling of the Christmas bottle bank issue and how it had been recognised as a good story.

- External funding from Alupro had been received to advertise foil recycling. Fifty thousand promotional foil takeaway lids had been distributed to fourteen outlets across the three Boroughs.
- There was currently a social media campaign for re3 residents to take a photo of themselves, recycling their foil takeaway containers to win a takeaway voucher. The reach of the hashtag would be reviewed once the campaign had finished and would be reported at the next meeting.
- A new re3 website was currently being developed as the current website was not robust. The draft would be ready at the end of January and the link would be shared with the Board Members. The content would be similar to the current website.
- re3 grow compost bags would be for sale from the start of March. Over 90% of the compost would be re3 material. A 40 litre bag will cost £3.50, with a multi buy offer of three bags for £10. A communication campaign to promote the compost would be starting in the coming weeks.
- Due to the popularity of the compost last year, there would be six thousand bags available. This would be sold on stalls outside of the two HWRC sites.
- The re3 Communications and Marketing Officer was keen to strengthen communication with community groups. Lead Officers said that would share the contact details with Monika of the Officers across the three Councils that already communicated regularly with these groups.

**RESOLVED** that Members note the contents of the report.

**24. Presentation on Wokingham Borough Council Food Waste Roll-out.**

Peter Baveystock, Lead Specialist at Wokingham Borough Council gave a presentation on the upcoming implementation of food waste collection in Wokingham.

Key points on the presentation included:

- The issues that WBC had considered, such as the current contract with Veolia.
- Ensuring there was a customer complaints system to ensure that the customer service was appropriately addressed.
- All food would be taken to Smallmead,
- The vehicles would be single pass with three compartments.
- There would be twenty new trucks and thirteen new members of staff.
- There would be advertising and logos on the sides on the new trucks.
- The business case had originally been built on 1.46kg/property/per week equalling c5,000 tonnes per annum.
- It was expected that the cost of the service would break even.
- Each resident would be provided with a 23 litre lockable bin and a silver kitchen caddy.
- A years worth of Caddy bags would be provided with the bin and caddy delivery, however residents were expected to collect the bags the following years.
- Flats were not being considered in the first phase.
- Blue bags were being delivered to residents in February and the food bins and caddy's in March.
- A practical "how too" leaflet had been developed and would be provided to residents. There would also be advertisements at bus stops and Road Shows across the Borough. This would cover what could and couldn't be recycled.
- The system was designed to minimise smells and would be easy to clean.

- The system was also designed to control pests and keep them to a minimum.
- The larger outdoor caddy would have a lockable lid which would prevent foxes, birds and rats from getting in.
- The new vehicles would be delivered in late March 2019.

Arising from the Board Members questions, the following points were made:

- Houses would be targeted first, however if flats came to WBC and were interesting in having the food waste collection then WBC would hold discussions with them. Communication with flats had proved difficult.
- HMOs were easier to target and caddy's would be delivered during first phase.
- Board Members were keen that flats were engaged with.
- The food compartments in the trucks would be washed each day after the final empty, with special attention given to the compartment.
- Pet waste was not to be included in food waste collections, this would need to be in the blue bags.

The presentation would be circulated to the Board Members.

## 25. **Exclusion of Public and Press**

That pursuant to Regulation 21 of the Local Authorities (Executive Arrangements) (Access to Information) Regulations 2000 and having regard to the public interest, members of the public and press be excluded from the meeting for the consideration of items 9,10 and 11 which involves the likely disclosure of exempt information under the following category of Schedule 12A of the Local Government Act 1972:

- (3) Information relating to the financial or business affairs of any particular person.

## 26. **Financial Management Report**

The Board received the Financial Management Report briefing them on the Partnership's current financial position.

**RESOLVED** that

- Members note the Partnership's financial position for the year to date.
- Members note the contents of this report.

## 27. **HWRC Report**

The Board received a report updating them on the outcomes of the HWRC Project approved in July 2018.

It was requested by the Board that further information be brought to the Board in relation to the Sue Ryder initiative.

It was agreed that the implementation of recommendation 2.2 would be moved back to the first second quarter of 2019/20

**RESOLVED** that



- 2.1 Members note the contents of this report.
- 2.2 Members endorse the recommendation at 6.38 to reduce the cost per tonne of paint paid to Green Machine.
- 2.3 Members request a business case in relation to one or more of the HWRC opening hour options presented at 6.51 and 6.57 for the Board meeting scheduled for July 2019.
- 2.4 Members agree to receive a further report on the concept of a re3 reuse shop as described at 6.69 for the Board meeting scheduled for July 2019.
- 2.5 Members endorse the recommendation at 6.79 for annual monitoring of commercial and commercial-type vehicle permits.

**28. Strategic Waste Management Report**

The Board received a report is to reviewing the outlook and options for strategic waste management within the re3 partnership.

It was agreed that some elements would be proposed as a pilot and that the lead Officers would get together and bring response to the Board Members.

**RESOLVED that**

- 2.1 Members note the review of the Government Resources and Waste Strategy and agree to respond to the forthcoming consultations as a partnership (either directly or via other fora).
- 2.2 Members note the potential cost reductions identified at Appendix 1 and support measures, to be determined within each council, to improve capture of, or reduce contamination within, collected (kerbside) recycling.
- 2.3 Members support the planned exploratory discussions between authorities identified at 5.30 and receive a future briefing on the potential for post-contract, regional collaboration.

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

The next board meeting would be held on Thursday 25 April 2019 at 9:30am. The meeting would be moved from Longshot Lane, Bracknell to Time Square, Bracknell.

**CHAIRMAN**

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**JOINT WASTE DISPOSAL BOARD**  
**25 APRIL 2019**  
**(9.30 - 11.18 am)**

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

Reading Borough Council  
Councillor Sophia James  
Councillor Tony Page

Wokingham District Council  
Councillor John Halsall  
Councillor Simon Weeks

Officers:

Peter Baveystock, Wokingham Borough Council  
Grace Bradbrook, re3 Principal Finance Officer  
Monika Bulmer, re3 Marketing and Communications Officer  
Oliver Burt, re3 Strategic Waste Manager  
Kevin Gibbs, Bracknell Forest Council  
Sarah Innes, re3 Monitoring and Performance Officer  
Damian James, Bracknell Forest Council  
Pam Rowe Jones, Reading Borough Council

**30. Declarations of Interest**

There were no declarations of interest.

**31. Minutes of the Meeting of the Joint Waste Disposal Board**

**RESOLVED** that the minutes of the meeting of the Joint Waste Disposal Board held on the 24 January 2019 be approved as a correct record and signed by the Chairman.

**32. Urgent Items of Business**

There were no urgent items of business.

**33. 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:

- re3 Waste Strategy Targets
- Waste Compositional Analysis
- Contractor Appraisal
- HMRC Reuse
- Paint
- Waste Acceptance Protocol
- Communications
- Foil
- re3grow

The Board was advised that:

- The data provided within the presentation covered the full 2018/19 contract year. These were the provisional results.
- Bracknell Forest Council had not yet met their 2020 target. However there was an increase in the recycling rate compared to previous year. It was thought that introduction of wood recycling had helped to increase the rate.
- The kerbside recycling figure was slightly down.
- Reading Borough Council had an increase in recycling rate, however there was further work to undertake in the forthcoming year. It was thought that the inclusion of pots, tubs and trays had assisted in increasing the rate as there was also lower amounts of black bag waste.
- Wokingham Borough Council had also seen an Increase in recycling rates.
- The re3 team had commissioned an analysis to determine the physical composition of residual waste collected at the kerbside – how much waste could have been recycled if in correct bins.
- The slides covered the composition of waste from houses that could have been recycled through kerbside recycling or bring bank recycling. This was on average 18% across the three Boroughs.
- The amount of recycling in residual waste collected at flats was higher than in houses. There was a large variance across the three Boroughs due to the different composition of flats.
- The last compositional analysis had been undertaken in 2016, and the same roads and flats had been compared in the 2019 analysis.
- Garden waste data had been removed as it was seasonal.
- Some of the data had been reclassified, as tetra packs, tubs, pots and foil had not been included in non residual waste in 2016.
- There was less plastic bottles and paper than in 2016.
- There had been a large increase in flats with more textiles present in Reading and Wokingham samples.
- ACORN profiling had been used. The data was able to show which groups were missing key recyclables.
- The data showed which groups were putting the most recycling in their residual waste. This tended to the less affluent areas in Bracknell Forest & Reading and the most affluent areas in Wokingham.
- The textiles category did not include nappies.
- The contractor appraisal sat alongside the contractor measurements and had been introduced a couple of years ago.
- Good scores had been received for areas such as customer contact and service delivery. Lower scores had been given for adherence to the contract and provision of financial information.
- The contractor had commented that they were not happy with the scores or processes. The contractor had asked to work with re3 to ensure the scores improved at the next appraisal. Officers reassured the Board about the objectivity of the appraisal process and welcomed the Contractor's willingness to improve.
- Members requested that the contractors attend the next Board Meeting.
- There was now a good working relationship with the contractor, and they were much more responsive to the councils needs.
- At the last meeting a reuse shop was discussed.
- Further information regarding Sue Ryder had also been requested. 45 Tonnes had been collected in 2018/19. Just under £18k had been generated.

- Precycle took reusable materials from HWRC and in March 2019 had increased the range of materials they take.
- Precycle was in the early stages but was progressing well.
- Precycle were not charity and were based in Reading. They collected material to resell in the UK or to reuse overseas.
- Members suggested that the Sue Ryder initiative should be promoted as a good news story.
- A re3 reuse shop had been long talked about. The contractor was working up a proposal for the reuse shop run along side the current initiatives. The business case would be presented to the board at the next meeting.
- It was expected that the reuse shop would be at Smallmead, Reading, as space within Longshot Lane, Bracknell, was very tight.
- The 6 month paint hardening trial concluded in March 2019.
- Feedback had been provided by the EA. They were broadly happy with the process at Smallmead so FCC were planning to submit a permit variation.
- The process at Longshot Lane was slightly different as the paint was stored then all hardened in one go. In order to ensure that the EA were comfortable with the process at Longshot Lane FCC were asking the EA for extension to the trial to see if the same process could be used as at Smallmead.
- The Chair, Damian James and officers from the re3 Project Team had met with Green Machine. Following the meeting, officers and Green Machine were going to review procedures and the ongoing performance of the scheme.
- The permit variation could take up to 6 months and cost £6k.
- Officers had proposed that, where proof of re3 residence was required by visitors to the re3 Household Waste Recycling Centres, printed documents (e.g. council tax, utility bills or formal correspondence) be used to demonstrate proof of address be issued no more than three months prior to the date of visit.
- Members requested that the date be extended to 4 months as bills were often issues quarterly.
- Many users still have re3 stickers in their cars.
- Officers explained that it was likely that some residents, from outside the re3 area, were using stickers donated or lent by friends and family.
- It was requested that a copy of bills on phones be accepted as many people get bills via email/online than in paper form.
- The Lotta bottle winners had been announced with photos taken with Councillors and stories promoted on social media and local media.
- re3 adverts had been included in council magazines.
- The download of the re3cyclopdia app was growing. Members and officers were requested to help promote use of re3cyclopedia as the issue of confusion over what can and cannot be recycled is often cited – such as in the Government's recent Resources and Waste Strategy.
- There had been over 4k searches each month and food items had been added for WBC.
- Work was being undertaken with council's customer services teams to promote and push customers towards the website and app for enquiries.
- The new website had been launched and was much more modern and easy to navigate. The feedback so far had been good.
- Posters were being used at recycling centres to promote the recyclopdia.
- The takeaway lid promotion had finished, although some entries were still coming through on social media.
- Officers were unable to conclude an impact analysis as there was a lack of data from last year, but it was thought that the promotion was worth doing again.

- Over 4000 re3grow bags, of locally sourced and produced, peat-free compost, had been sold. There had been lots of positive posts on social media, from satisfied customers, and no negative feedback.
- A meeting had been held, which the Chair attended, in March with local community groups which was focusing on plastic reductions. Representatives from Reading and Bracknell had attended. The meeting had been very positive and strengthened actions and efforts to reach out to the Town, Parish and Borough Councils.
- The upcoming communications plan would be focusing on plastics as a priority item as the compositional analysis had indicated that there was still a significant number of recyclable plastic items in the general waste bins.
- A number of posters and campaigns had been produced which used the environmental messages, but also combined this with the Council's financial messages and council savings. Members indicated that they were very keen to link the two messages together as there was a clear link between the two.
- The Board were keen for the message to be as specific as possible as often residents were not aware of what front line services were. Playground – v strong message – people see everyday link
- It was requested that the reach of social media be shared with the Board at future meetings.

**RESOLVED that**

- Members note the contents of the report.
- Members endorse the Contractor Appraisal as detailed at 5.14 to 5.19 and in Appendix 2 of the progress report and invite the Contractor to attend and present at the next Board Meeting in July.
- Members endorse the recommendation at 5.39 for the re3 Waste Acceptance Policy to be amended to require that specific types of proof of address should not be more than four months old.
- That Members endorse the re3 Communications Plan for 2019/20 as described between 6.9 and 6.15 of the progress report.

**34. Exclusion of Public and Press**

That pursuant to Regulation 21 of the Local Authorities (Executive Arrangements) (Access to Information) Regulations 2000 and having regard to the public interest, members of the public and press be excluded from the meeting for the consideration of items 7 & 8 on the agenda which involves the likely disclosure of exempt information under the following category of Schedule 12A of the Local Government Act 1972:

- (3) Information relating to the financial or business affairs of any particular person.

**35. Financial Management Report**

The Board received the Financial Management Report briefing them on the Partnership's current financial position.

Peter Baveystock at Wokingham Borough Council gave the Board an update on the implementation of Food Waste Collections at Wokingham Borough Council.

- Peter was thankful for all the help from the re3 Management Team with securing the food waste outlet and PR help.
- Tonnages had been encouraging building up to over 90 tonnes in week three– 1.4 kgs/hh/pw.
- From their experience of the introduction of the service, Officers from Wokingham would recommend providing residents with plastic caddie bags.
- Wokingham were happy to help other Councils with their plans including an introduction to WRAP or Eunomia.
- Delivering the 64,000 containers took 4 – 5 weeks. Suppliers Straight via Veolia, the cost including delivery was around £350k.
- The introduction of food waste boxes has created demand for black boxes so Wokingham were hopeful that there would be a kerbside increase.
- The focus was now on flats and Wokingham would be happy to make this a joint re3 project.

What went well:

- Collecting on the same day and same time as other waste.
- Briefings for all those involved including Members, collectors, Comms and Customer Services.
- Clear comms to residents .
- Taking comments and advice from WRAP & Eunomia.
- WBC Cross Council Project working group.

What didn't go so well:

- No detailed delivery schedule provided for the containers.
- Did not anticipate high call demand.
- Did not anticipate so many non deliveries.
- Did not anticipate route changes would have caused so much disruption even though, days weren't changed - just times.

It was agreed that a meeting would be held, either individually or collaboratively regarding the possible introduction of food waste at Bracknell and Reading.

**RESOLVED** that

- Members note the Partnership's financial position for the year to date.
- Members endorse the recommendation at 5.17 for estimated capital expenditure at each Transfer Station for the implementation of food waste.

### 36. **Shared Contract Report**

The Board received a report providing an update on the re3 Shared Waste PFI Contract, the successful delivery of the savings target and other relevant issues.

**RESOLVED** that

- Members note the contents of this report and the different approaches to savings within the shared arrangements described herein.
- Members requested a joint presentation on each council's communications plans, for waste and recycling, at the July 2019 re3 Board meeting, as described at 5.27 of the report.

- iii. Members note the Specification and Project Plan for the completion of Objective Options Reviews for Phase 2 of the savings project.
- iv. Members endorse the intention to utilise a combination of budgeted re3 partnership funds and additional funding agreed by each council, as described at 5.36 of the report.

37. **AOB**

The Board were happy that the letter to DEFRA be sent from the Chair of the Board.

The Board were reminded that Local Elections were happening on the 2 May, so the composition of the Board at July's meeting could be different. Special thanks was given to Councillor McCracken who was stepping down as a Councillor and had been on the Board for the past fifteen years.

There had been very few response to the consultation. Officers confirmed that they would put together a draft response and a template answer for Board Members.

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

The next Joint Waste Disposal Board is scheduled for the 4 July 2019, at Smallmead Recycling Centre.

**CHAIRMAN**



## READING BOROUGH COUNCIL

### STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE - 9 JULY 2019

Petition from Enrico Petrucco

#### Pollinator Action Plan

“I want my Council to adopt a Pollinator Action Plan”

“We rely on bees and other pollination insects for so many plants and crops. But too often we forget they need somewhere to live. Your Council plays a vital role in taking care of your local area.”

**RESPONSE** by Councillor Page (Lead Councillor for Strategic Environment, Planning and Transport):

I thank Mr Petrucco for presenting the petition.

This Council is committed to keeping Reading’s environment clean, green and safe, and identifies this as a priority in the latest refreshed version of our Corporate Plan 2018-21 approved at full Council on 25<sup>th</sup> June.

Achieving this priority must involve taking care and supporting the biodiversity of the town, particularly in view of the recently declared climate emergency. The Council recognises that pollinating insects are an essential part of this biodiversity.

Reading’s existing Biodiversity Action Plan dates from 2006, and is now due for review. The Council proposes to commence this review later this year. Alongside a wide range of other elements, this will detail the actions that the Council and other partners will take to stem the decline in pollinator (and other invertebrate) numbers. This will be delivered in time to inform actions anticipated to start next year.

As part of the review and updating of the Reading Climate Change Strategy, which is covered under item 9 on today’s agenda, I would draw Mr Petrucco’s attention to the Natural Environment section and the existing reference in T3SP1.4 on page 11 to aligning our active and long-standing local work with the National Pollinator Strategy.

It is worth stressing the fact that the Council is already undertaking actions to help pollinators and has been for over ten years. This is also covered in my answer to a question to this Committee in a few minutes (copy attached), and includes the management of approximately 36 hectares of grassland as hay meadow, including the restoration of wildflower rich grassland at Clayfield Copse, McIlroys Park, Arthur Newbery Park and Prospect Park.

In determining planning applications, the Council also requires developers, where appropriate, to plant predominantly native and wildlife friendly species in new landscaping schemes.

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## READING BOROUGH COUNCIL

### STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE - 9 JULY 2019

#### QUESTION NO. 1 in accordance with Standing Order No.36

Michael Sage to ask the Chair of Strategic Environment, Planning & Transport Committee:

#### Lobbying Government on the Climate Emergency

What steps are Reading Borough Council taking to lobby government on the topics as listed (and any other relevant issues) in RBC's Declaration of a Climate Emergency 26th February 2019? Action on these topics are required now in order to meet RBC's commitment to net zero carbon emissions by 2030.

**REPLY by the Chair of the Strategic Environment, Planning & Transport Committee:**

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

**REPLY by the Lead Councillor for Strategic Environment, Planning and Transport (Councillor Page):**

I thank Mr Sage for his question.

Reading Borough Council has been at the forefront in tackling one of the most important global issues of our time and has achieved much over recent years. However, it is abundantly clear that the scale and urgency of the challenge now requires commitment and action from organisations across every sector, as well as that of all our communities.

I would draw your attention to the fact that the Council launched its first climate change strategy in 2008/9. Since then carbon dioxide emissions for services within its direct control have fallen by 53% and the wider borough's emissions, according to latest Government statistics, have fallen by 42% between 2005 and 2016. Working closely with the Reading Climate Change Partnership the Council has ensured Reading continues to be amongst the best performers in reducing year-on-year green-house gas emissions in the UK.

The Council is proud of its record in this area but has showed further ambition this year by declaring a 'Climate Emergency' committing the Council to playing its full part in achieving a zero carbon Reading by 2030, some twenty years earlier than envisaged. However, the Council is only one organisation - albeit an important one - in communicating the message about the need for action and change. Local businesses, the voluntary sector and concerned individuals all have a role.

Central government must play a greater leading role in delivering clear policy and financial frameworks to enable everyone to respond effectively. I can confirm that the Council will be calling on the government to fully embrace its national leadership role, indeed one of the recommendations in this report is that the Chief Executive write to our local MPs, and to the Prime Minister and to relevant Government departments (DEFRA, MHCLG, DfT, and Treasury) setting out the above requirements and the need for new legislation and financial support to deliver this radical agenda

We have of course been working constructively with government departments for some time and our aim is to build on that to establish further detail on exactly what is required to support Reading to deliver its zero carbon target by 2030. The areas expected to be covered are statutory powers and regulatory bodies, fiscal measures, technology development and direct funding to local authorities and communities.

For example, the government's policy framework to date has led to a significant increase in renewable energy infrastructure, such as offshore wind, and reduction in the prevalence of coal as a primary fuel for power generation. Other areas, however, such as the retrofitting of buildings to use less energy have stalled and now need major investment at national level, to help local communities play their part by reducing reliance on fossil fuels.

Ground and water can provide stable sources of alternative heat energy via local heat networks and the government's support for this through the Heat Network Delivery Unit is welcome, but the subsidy regime for renewable heat is due to end in 2021. Communities cannot respond to the climate emergency without the certainty of the continued availability of such subsidised schemes.

Development of the technology for electric vehicles and other ultra-low emission vehicles is another key area with the potential to make significant impacts but, again, the subsidies remain patchy and for the most part insufficient to achieve the growth set out in the 'Road to Zero Policy', for both vehicles and charging infrastructure.

We must also not forget the need to protect our communities from the impacts we are starting to see from the one degree temperature increase that has already occurred and the potential severe climate change to come. Careful consideration will be needed as to how we adapt the town to protect from these effects, taking account of other policy areas such as economic growth and housing supply.

Reading Borough Council has set out a bold vision via the climate emergency declaration and acknowledges that we must continue to lead by example through our own actions and in engaging with all sectors to drive delivery in the local arena. It is clear, however, that a new pathway for societies requires an unprecedented multi-faceted response at government level, including equipping local authorities with the necessary powers and funding to drive change in their areas.

We have just over one decade to deliver this challenging transformation.

## READING BOROUGH COUNCIL

### STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE - 9 JULY 2019

#### QUESTION NO. 2 in accordance with Standing Order No.36

Michael Sage to ask the Chair of Strategic Environment, Planning & Transport Committee:

#### Resources for Tackling the Climate Emergency

As Reading Borough Council have declared a Climate Emergency, what resources are being deployed in order to meet the challenge to assist departments and fund investment? Does the RBC's sustainability department have the resources to inform, guide and support the radical action that will be needed?

**REPLY by the Chair of the Strategic Environment, Planning & Transport Committee:**

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

**REPLY by the Lead Councillor for Strategic Environment, Planning and Transport (Councillor Page):**

I thank Mr Sage for his question.

The Council has started the process of embedding the climate emergency actions across all departments and services. At this stage, the focus is on establishing corporate mechanisms to harness the resources of the whole Council to address the climate emergency challenge.

This can be seen in the reports to all Committees this month, which set out for each their lead responsibility in overseeing and monitoring delivery of the actions initially identified. This work will develop over coming months and be captured in a Climate Emergency Action Framework to be formally adopted later in the year.

We will continue to prioritise available internal resources towards a comprehensive response to this critical challenge. As detailed in response to your other questions at tonight's meeting, however, Reading Borough Council cannot deliver this in isolation.

It needs the support of local businesses, the voluntary sector, all of us as individual citizens and we are therefore calling on central government to provide the powers and resources essential to achieving a zero carbon Reading by the new target of 2030.

## READING BOROUGH COUNCIL

### STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE - 9 JULY 2019

#### QUESTION NO. 3 in accordance with Standing Order No.36

Michael Sage to ask the Chair of Strategic Environment, Planning & Transport Committee:

#### Business Participation in the Climate Change Strategy 3

What and how are Reading businesses and organisations being approached in order that they participate in the production of Reading Climate Change Strategy 3 and take action so that their operations can achieve net zero carbon emissions by 2030?

**REPLY by the Chair of the Strategic Environment, Planning & Transport Committee:**

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

**REPLY by the Lead Councillor for Strategic Environment, Planning and Transport (Councillor Page):**

I thank Mr Sage for his question.

I would reiterate the contents of my reply to your question 6 at full Council on 25<sup>th</sup> June namely that the Council is already part of the Reading Climate Change Partnership, which is long established and wider than the Council. The partnership has representation from public sector organisations, businesses and community organisations. Whilst the members of the board of the Reading Climate Change Partnership are representative of their wider sectors, there is also a wider membership known as the Reading Climate Action Network (RCAN). To find out more about the partnership please visit: [www.readingCAN.org.uk](http://www.readingCAN.org.uk)

You are most likely aware that the Council hosted the Reading Climate Change Partnership event on June 13<sup>th</sup> and this was the launching point for the third Reading Climate Change Strategy (CCS). The Strategy will contain actions from the Councils' own action framework for Climate Emergency and this will include direct integration with a number of other Council strategies policies and partnerships.

The Reading Climate Change Partnership has chosen a very interactive model to develop and deliver the CCS which is based on building 'communities of action' across each of the 6 themes of the strategy:

- 1) Energy and Low Carbon Development
- 2) Natural Environment

- 3) Sustainable Transport
- 4) Resources
- 5) Health
- 6) Water Supply and Flooding

These six groups will meet regularly to develop in the first instance the theme action plan for the strategy and thereafter to discuss and report on its progress.

In addition to the above, the Partnership is working closely with business-led Reading UK through our two Business Improvement Districts, and through the development of Reading 2050, a vision for Reading being developed jointly through business, community and public sectors, led by the University, Reading UK and local Architects Barton Wilmore.

**READING BOROUGH COUNCIL**

**STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE - 9<sup>TH</sup> JULY 2019**

**COUNCILLOR QUESTION NO. 1** in accordance with Standing Order No.36

Councillor McGonigle to ask the Chair of Strategic Environment, Planning & Transport Committee:

**Encouraging and Protecting Wildlife in the Borough**

There are many ways we can encourage and protect wildlife in the borough and one of the most effective measures would be to allow many more grass verges to remain uncut until after wildflowers have seeded and set.

Apart from being an absolute joy to see, wildflowers and grasses provide a feast for birds, bugs, butterflies and other pollinators.

The benefits can now be seen in areas of our parks that have been left unmown although some of these areas could be greatly increased in size.

Sowing seed is not essential in all areas as most seeds will arrive with the wind. Not mowing so often can save many thousands of pounds per year.

This move is rolling out across the country with an increasing number of councils changing mowing patterns to allow wildlife to thrive.

How often do we now mow and can we commit to mowing less too?

**REPLY by the Chair of the Strategic Environment, Planning & Transport Committee:**

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

**REPLY by the Lead Councillor for Strategic Environment, Planning and Transport (Councillor Page):**

I thank Cllr McGonigle for her question.

The majority of highways verges are cut eight times a year during the growing season. During the spring growth flush, and particularly during periods of wet weather, this can mean that the grass along the verges is long before it is cut.

In respect of alternative options, the Council is committed to maintaining and enhancing the bio-diversity of the Borough and is currently working to update the Biodiversity Action Plan and Climate Change Strategy. This work will consider how best



to extend the current conservation grass management regime to roadside verges and how to manage this in a cost effective and affordable way.

In addition, the following actions have already been taken to progress this:

- The Parks Team currently manages approximately 36 hectares of conservation grassland across the parks estate. These areas are mown annually in late summer with grass and other arisings collected and removed from site. The Parks Team was awarded Higher Level Stewardship (HLS) funding in 2011, to support a 10 year scheme up to 2021.
- Parks have been working this year with a partner organisation which is in receipt of grant funding through the Climate Action Network. They have been engaging residents in planting wildflower plugs (supplied via Berkshire, Buckinghamshire and Oxon Wildlife Trust's growers from local seed) into roadside verges across the town to see how these respond to the Council's existing mowing regime. Early investigation has established that clovers and birds foot trefoil manage to flower profusely with regular mowing and attract insects, and other species such as ladies bedstraw and selfheal also flower with regular mowing.

These areas will be monitored over the summer of 2019 to assess the success of the planting and will be extending the project into 2020 for further planting and monitoring. This will provide a subset of plants that are resistant to the regular mowing regime and are beneficial to insects. If successful, the Climate Action Network will seek further funding to expand the area planted.

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## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>STRATEGIC ENVIRONMENT PLANNING &amp; TRANSPORT COMMITTEE</b>		
<b>DATE:</b>	<b>9<sup>th</sup> July 2019</b>		
<b>TITLE:</b>	<b>PETITION FROM RESIDENTS - OBJECTION TO ENVIRONMENT AGENCY LOWER CAVERSHAM FLOOD REDUCTION SCHEME</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR A PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>COMMERCIAL AND ENVIRONMENTAL SERVICES</b>	<b>WARDS:</b>	<b>BOROUGH WIDE</b>
<b>LEAD OFFICER:</b>	<b>SAM SHEAN</b>	<b>TEL:</b>	<b>0118 937 2138</b>
<b>JOB TITLE:</b>	<b>STREETCARE SERVICES MANAGER</b>	<b>E-MAIL:</b>	<b>sam.shean@reading.gov.uk</b>

#### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To report to the Strategic Environment & Planning Committee the receipt of a petition objecting to Environment Agency Lower Caversham Flood Reduction Scheme.

#### 2. RECOMMENDED ACTION

- 2.1 That the Committee notes the report and thanks Mr Goddard for the submission of the petition.
- 2.2 That the petition and its contents be recorded as an objection to the Environment Agency Proposed Lower Caversham Flood Reduction Scheme.
- 2.3 That the Council continues to work with the Environment Agency in order to raise concerns that need to be addressed as part of the design process while recognising the reduced flood risk benefits the scheme would create.
- 2.4 That the Committee notes that the scheme would require planning permission where the proposals would be assessed against the Council's planning policies and other material considerations.
- 2.4 That the Environment Agency be invited back to a future Strategic Environment Planning & Transport Committee to present the progress on the Lower Caversham Flood Reduction Scheme.

### **3. POLICY CONTEXT**

- 3.1 A petition was submitted to the Full Council on 25 June 2019. Councillor Page, Lead Councillor for Strategic Environment, Planning & Transport acknowledged receipt of the petition which was referred to this Committee.
- 3.2 The Strategic Environment, Planning & Transport Committee includes consideration of matters concerning 'Flood Prevention' within its terms of reference.
- 3.3 The Borough Council under the Flood & Water Management Act 2010 is the lead flood authority for this area.

### **4. BACKGROUND**

- 4.1 The Council has received a petition from Mr Paul Goddard, which contains 430 signatures, on behalf of persons at different addresses.
- 4.2 The petition reads as follows:

#### 'Opposition to the Environment Agency's Flood Defence Proposals

We oppose the Environment Agency's (EA) flood defence proposals for Caversham.

There has been no reported property damage attributed to the River Thames flooding but the EA are proposing measures that will drastically affect the environment!

The proposed walls 4 to 5 kms in length will have no planting within 4 metres of them and this threatens all the hedges and trees at the north of Christchurch Meadow and anywhere else the wall is to be constructed.

The proposed Conveyance Channel will destroy the "Sandy" play park and as a culvert it will be a significant safety hazard close to a children's play area. It will also need the removal of most of the mature trees both sides of Reading Bridge as well as the removal of the iconic Poplar trees on George Street. The loss of ANY TREES supposedly has a detrimental effect in regard of pollution and should be avoided.

The proposals appear to be at odds with what is expected of the EA. You would think that they would want to protect the environment not destroy it.

Experts say that we can expect a net loss of water because of Global Warning and that water storage should be our main goal.

Finally, it is probable that the funding shortfall will be sought from Reading and Berkshire Councils and we urge that you oppose these EA proposals.'

## **5. THE PROPOSAL**

- 5.1 The Committee is asked to note the petition.
- 5.2 The proposed Lower Caversham Flood Alleviation Scheme is an Environment Agency (EA) led scheme that is looking to reduce the impact of flooding to properties and infrastructure in Reading during a severe flooding event.
- 5.3 The Council is a consultee in the process and the final design proposals have not yet been submitted to the Council for formal response.
- 5.4 The Council is working with the Environment Agency and will continue to raise concerns that need to be addressed as part of the design process.
- 5.5 The proposed scheme will require Planning Consent and a full consultation process will follow, as appropriate when the scheme is ready for submission.
- 5.6 It should be noted that if this project was delivered, residents of the Borough would benefit from a reduced level of flood risk.
- 5.7 The Council has not agreed any funding for this project in its capital programme. Funding for the remainder of the EA scheme would still need to be secured and as of yet has not been determined. In relation to a financial contribution from Reading Borough Council the EA confirms that the Council would be just one of the groups that they would discuss the funding requirements with. Exactly what form the contribution would take is still to be agreed.
- 5.8 The Council is committed to reducing the risk from Flooding in Reading, as per our Flood & Water Management Act 2010 responsibilities. All Planning Applications that are submitted to the Council are vigorously assessed in line with the Council's Policies, taking into account the Council's statutory flood reduction obligations and the Climate Change Emergency announced by the Council. An informed decision to support or reject the application will be made at the appropriate Planning Applications Committee.
- 5.9 The Council will invite the Environment Agency to commence a detailed pre-planning application process and to attend a future Strategic Environment Planning & Transport Committee to present their flood reduction proposals.

## **6. CONTRIBUTION TO STRATEGIC AIMS**

- 6.1 The reduction of flood risk to Reading will contribute to the Council's Corporate Plan 2018-21 (refreshed Spring 2019) objectives of:
  - Securing the economic success of Reading
  - Keeping Reading's environment clean, green and safe

- Ensuring the Council is fit for the future

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

- 7.1 The EA Lower Caversham Flood Reduction Scheme planning application will be made available on the Council's website for the public to comment on.
- 7.2 The EA are carrying out a series of public meetings to gather concerns raised by the public to address within the scheme design proposals.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 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.
- 8.2 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.

## **9. LEGAL IMPLICATIONS**

- 9.1 The Council, as Highway Authority, has a duty under the Flood & Water Management Act 2010 to reduce the risk of flooding.
- 9.2 The Council, as Highway Authority, has a duty under the Highways Act 1980 to maintain the public highway, including highway structures.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 The Environment Agency has secured £11M of funding towards their scheme. This is a combination of Government Grant in Aid and Local Levy through the Regional Flood and Coastal Committee.
- 10.2 It should be noted that the Lower Caversham Flood Reduction scheme has an estimated cost of £ 35M for the full scheme, should it be brought forward in its entirety. Funding for the remainder of the EA scheme would still need to be secured and as of yet has not been determined.

- 10.3 The Council has not agreed any funding for this project in its capital programme.

**11. BACKGROUND PAPERS**

- 11.1 EA presentation of the Lower Caversham Flood Reduction Scheme to the Strategic Environment Planning & Transport Committee on 18<sup>th</sup> March 2019.

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## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	9 <sup>th</sup> JULY 2019		
TITLE:	CLIMATE EMERGENCY		
LEAD COUNCILLOR:	CLLR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	REGENERATION AND ASSETS	WARDS:	BOROUGHWIDE
LEAD OFFICER:	BEN BURFOOT	TEL:	72232
JOB TITLE:	SUSTAINABILITY MANAGER	E-MAIL:	<a href="mailto:ben.burfoot@reading.gov.uk">ben.burfoot@reading.gov.uk</a>

#### 1. PURPOSE OF REPORT

- 1.1 This report outlines the Council's progress to date in tackling climate change, work in progress and sets out the proposed approach to responding to the climate emergency declaration made by the Council on the 26<sup>th</sup> February 2019. The matters raised in this report and recommendations will form the basis of a report to Policy Committee in July.

#### 2. RECOMMENDATIONS

##### The Committee:

- 2.1 Welcomes the progress made to date by the Council's proactive approach to addressing climate change issues and impacts in Reading, while noting the scale of the on-going challenge.
- 2.2 Resolves to embed the climate emergency declaration across all Council services, activities, plans and other relevant work to ensure a fully integrated and systematic approach to the Council's own response to this challenge. Each Committee will be presented with this report highlighting the amendments to the terms of reference and asked to consider how they can contribute to achieving this agenda.
- 2.3 Agrees that while the Council will lead by example the scale of the climate emergency challenge requires action across all of Reading's communities. To this end the Council will work with and through the long-established Reading Climate Change Partnership and Reading UK to align respective strategies towards ensuring they secure the active participation of residents, businesses and other organisations across the borough.
- 2.4 Asks the Chief Executive to write to the Government and local MPs setting out the urgent need to equip local authorities with the policy framework, powers and funding necessary to deliver this critical agenda.
- 2.5 Agrees that all future Council Committee reports include a section on environmental implications and necessary mitigations and all reports to those committees consider the impact of the decisions they are taking on the council's ability to respond to the Climate Emergency and achieving a carbon neutral Reading by 2030.

### 3. POLICY CONTEXT

- 3.1 In signing the global Climate Agreement which came into force in November 2016, the UK undertook to aim to limit global warming to one and a half degrees. In line with that commitment, the Council became one of 80 local authorities to sign the UK100 Clean Energy Pledge, an extract of which is set out below:

*We have the ambition of making all our towns and cities across the UK 100% clean before 2050, in line with the commitments made nationally and internationally at the Paris Summit.*

- 3.2 Reading Borough Council has a long standing commitment to action on climate change. A signatory to the Nottingham Declaration on Climate Change in 2006, it was one of the first authorities to produce a detailed Climate Action Plan. Among other achievements over this period, CO<sub>2</sub> emissions in the Borough have fallen by 41% which is greater than all but 19 of the 405 authorities in Great Britain and that the Council has reduced its own emissions by 53% since 2008.
- 3.3 Notwithstanding this progress and in acknowledgement of the scale of the on-going challenge, on the 26<sup>th</sup> of February 2019 the Council declared a Climate Emergency and resolved to take action to accelerate a carbon neutral Reading to 2030.
- 3.4 The remainder of this report sets out work in progress and the actions identified to reach a zero carbon position by 2030.

### 4. CURRENT POSITION AND WORK IN PROGRESS

- 4.1 The Reading Climate Change Strategy - "Reading Means Business on Climate Change" has been in place since 2013. It was Reading's second climate strategy and was the first to be launched and owned by the Reading Climate Change Partnership. See the Appendix 4 for the action plan and summary.
- 4.2 The Council is working closely with the Reading Climate Change Partnership in coordinating the development of the new Reading Climate Change Strategy, which will be launched in April 2020. The timetable for this strategy has been brought forward by six months due to the declaration of the Climate Emergency.
- 4.3 Reading's planning policies include a number of requirements on developers in relation to climate change, including CO<sub>2</sub> emission standards of buildings, adaptation to climate change measures and requirements for decentralised energy. The new Local Plan, which is expected to be formally adopted in November 2019, goes significantly further in setting requirements for zero carbon planning on all large residential developments and BREEAM 'Excellent' standard on large commercial developments.
- 4.4 Reading's Carbon Plan 2015-2020 sets out how the Council will reduce its emissions of greenhouse gas from their own operations. The plan includes the target to reduce emissions by 50% from the 2008/9 level. This target was met three years early in 2017/18. The plan also contains a target to generate 20% of the Council's energy from renewable sources by 2020.
- 4.5 The Council has run a SALIX energy efficiency programme since 2008, has installed 13,000 streetlights and circa 7000 solar panels on Council buildings. In addition, the Council helped to set up Reading Community Energy Society, which installs solar panels funded by community share.

- 4.6 The Council's sustainable transport programmes include the very successful and sustainable bus fleet, extended cycle network including a new pedestrian and cycle bridge over the river Thames and a number of park and ride schemes.

## 5. CLIMATE EMERGENCY ACTION FRAMEWORK

- 5.1 It has been identified through modelling that the following fundamental actions would be needed to make significant progress towards a carbon neutral Reading by 2030. (more information on modelling is given in Appendix 1)

- i) Widespread retrofitting of private and public housing stock and commercial buildings with insulation and other energy efficiency measures.
- ii) Putting solar arrays on most of the suitable roof space and erecting more large wind turbines.
- iii) Significantly less petrol and diesel powered vehicles on Reading's roads, through more cycling and walking and accelerated uptake of electric vehicles.
- iv) Widespread use of smart technologies for energy storage and connecting to local power grids.
- v) Recycling standards on industry and supermarkets whilst supporting the delivery of increased recycling rates and maximising the potential to generate clean local energy from waste.
- vi) Developing innovative solutions to include district heating systems, ground source heat pumps and the use of rivers and watercourses to generate energy.

- 5.2 The four key technical challenges are:

- i) Low carbon buildings - retrofitting at scale.
- ii) Renewable heat and electricity supply - scaling up renewables.
- iii) Sustainable transport - phasing out petrol and diesel.
- iv) Smart Energy - smoothing out the power.

- 5.4 Internally, a Corporate Task Group will be established to oversee the co-ordination of a Climate Emergency Framework, ensuring its principles and objectives are embedded as part of day to day business and that key projects are taken forward across all Council Directorates.

- 5.5 A cross Committee approach will be established within the Council, whereby all the standing Committees of the Council will report on the relevant elements of Reading's Climate Change Strategy and the Climate Emergency Action Framework. Relevant guidance for the identification of environmental implications and the necessary mitigations that should be undertaken, will be provided in the Committee report templates. The Terms of Reference of the Committees have been amended to include: '*Climate Change Strategy - To contribute to and adopt the relevant parts of the Climate Change action plan.*' A new Cleaner Air and Safer Transport Forum has also been set up. The draft terms of reference are shown in Appendix 5.

### **Indicative Committee Work Programme**

- 5.6 The Strategic Environment Planning and Transport Committee (SEPT) Committee's key work areas will include overseeing actions which will flow from the various 'theme action plans' of the Reading Climate Change Strategy and those that relate to the cross cutting themes of education, business, communities and adaptation.

The Committee will need to consider a wide range of policy areas in relation to these. A list is provided below to guide the Committee on the considerations but this is not exhaustive and the committee are encouraged to consider all matters that may be relevant:

- The carbon footprint of Council facilities - Delivery of the Councils carbon plan
- Oversee development and delivery of Reading's third Climate Change Partnership
- Bringing forward renewable energy infrastructure in the borough
- Implementing energy storage solutions in the borough
- Waste services including municipal and commercial collection and treatment
- Food waste collection and treatment
- Operation of Reading's Materials Recycling Facility
- The delivery of LTP4 including cycling, public transport and walking networks
- Electric vehicle charging infrastructure
- The Councils own vehicle fleet low carbon/electric vehicles
- The sustainable design and construction of new buildings including zero carbon housing for large new build developments
- District energy schemes with renewable heat supply
- The supply chains and procurement arrangements for services commissioned
- Communication of environmentally positive behaviours to staff and users
- The protection, maintaining and enhancing of natural environments
- The climate risks to the public and business (detailed in adaptation plan)
- The use of natural resources
- The promotion of the Reading Climate Action Network

### **Partners and Stakeholders**

- 5.7 The delivery of the scale of change that is needed to achieve a carbon neutral Reading will require a continued internal effort within the Council but cannot be achieved without significant national policy changes and national and local actions by businesses, residents and other stakeholders.
- 5.8 Reading Climate Change Partnership has a broad representation across the business, community and public sectors. This external focus will continue to build a network of dedicated champions who can engage at all levels to influence, persuade and lead by example to bring about the extended involvement of all communities across the borough.
- 5.9 The consultation launch for the third Reading Climate Change Strategy launch took place on the 13<sup>th</sup> June 2019. Six themes were set out at the event, representing the potential chapters of the new strategy. Workshops at the event split the participants into these six theme groups. Theme groups will meet subsequently and together develop an action plan for their theme. Each group has a 'theme coordinator' who will be responsible for the development of their theme action plan.
- 5.10 The six proposed themes of the strategy are:
- > Energy and Low Carbon Development
  - > Natural Environment
  - > Resources and Consumption
  - > Sustainable Transport
  - > Health
  - > Water Supply and Flooding
- 5.11 The event was attended by more than 120 people. Hundreds of ideas for actions within the six themes were articulated. Attendees were invited to consider how to approach implementation from a range of points of view.

- 5.12 Each of the theme groups will reflect on ideas tabled at the event and discuss gaps and delivery approaches, producing a themed action plan by December. They will meet at least two more times over this period and feed into the main partnership.
- 5.13 Ideas that came forwarded included:
- > Renewable energy and whole building retrofit,
  - > Electrically powered shared public and private transport
  - > A safer and extended cycling and walking network
  - > Clean air, re-wilding, more tree planting and plants for bees
  - > Greater preparedness for climate risks such as extreme weather
  - > Waste minimised through re-use and repair
  - > A 'circular economy' that re-processes products using renewable energy.
- 5.14 In the business space this change requires stakeholders including Reading UK, Reading 2050, the Local Enterprise Partnership, the Chamber of Commerce and a number of business role models who are able to share best practice and build B2B approaches. The Council will seek to influence partners' strategies and plans to ensure the climate change agenda is fully considered to include, for example, the LEP's emerging Berkshire Local Industrial Strategy. Local start-up companies and SMEs will be supported in bringing forward innovative solutions.
- 5.15 The national policy framework, broadly set out under the Climate Change Act, remains critical to the delivery of Reading's Climate Emergency work. Grant funding and subsidy payments will be required to support investment in new technologies. Statutory powers to improve buildings for example are crucial in enabling Councils and other parties to drive forward a low/zero carbon pathway.

## **6. CONCLUSION AND RECOMMENDATIONS**

- 6.1 In conclusion, the delivery of a carbon neutral pathway by 2030 requires a substantial and sustained effort by all citizens and organisations in Reading. The investment in technology pathways will require innovative new approaches which, in many cases, will rely on the levers of national policy and the resources that are made available through the government's programme on climate change.
- 6.2 The new Climate Change Strategy will contain the carbon neutral 2030 framework for action. It will contain details of the modelling work and establish a pathway to a carbon neutral Reading. It will outline the specific contributions from a range of different stakeholders.
- 6.2 The Council calls upon the wider communities and organisations in the Borough to actively engage with the programme and work with the Council and other partners through the Reading Climate Change Partnership and its network, the 'Reading Climate Action Network'.
- 6.3 Over the next decade, Reading must substantially reduce its use of fossil fuels through the reduction of energy consumption. This will be coupled with a major increase in the amount of renewable electricity and heat generated, which will help to power the widespread electrification of heat and transport.
- 6.4 The Council and the Reading Climate Change Partnership will play an important part in galvanising action on climate change and in encouraging and supporting local communities and business to change to a carbon neutral pathway in order to play our part in averting the worst effects of climate change.

## **7. CONTRIBUTION TO STRATEGIC AIMS**

Given the wide remit of this agenda the proposals set out in this report support the delivery of all of the Corporate Plan Service Priorities (Shaping Reading's Future 2018-2021 updated Spring 2019):

- Securing the economic success of Reading
- Improving access to decent housing to meet local needs
- Protecting and enhancing the lives of vulnerable adults and children
- Keeping Reading's environment clean, green and safe
- Promoting great education, leisure and cultural opportunities for people in Reading
- Ensuring the Council is Fit for the Future

- 7.1 Amendments are proposed to the current emerging Corporate Plan to fully reference the climate change agenda.

## **8. COMMUNITY ENGAGEMENT AND INFORMATION**

- 8.1 Widespread community engagement is taking place in the updating of a range of Council strategies including the upcoming revisions to the Reading Climate Change Strategy, Housing Strategy and Local Transport Plan 4.

## **9. EQUALITY IMPACT ASSESSMENT**

- 9.1 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.
- 9.2 It is not considered that an Equality Impact Assessment (EIA) is required for the decisions being made in this report. The individual strategies and projects will be considered separately in due course.

## **10. LEGAL IMPLICATIONS**

- 10.1 This report sets out the intended approach to establishing policies, procedures and programmes to meet the objectives set out in the Climate Emergency resolution. Modifications to policies procedures and programmes will be made pursuant to the General Power of Competence contained in sections 1-6 of the Localism Act 2011 and/or additional statutory powers detailed below.
- 10.2 The following statutes and regulations being the Climate Change Act, the Minimum Energy Efficiency Standards Regulations, the Energy in Performance in Buildings Regulations 2012, The Heat Network Regulations, the Local Government (Miscellaneous Provisions) Act where relevant will be relied upon to deliver the programme, which is set out in the Reading Climate Change Strategy.

## **11. FINANCIAL IMPLICATIONS**

- 11.1 The financial implications of the delivery of the Climate Change Strategy and other relevant strategies and specific projects will be reported when specific plans and

proposals are brought in due course. Risk Assessments will be carried out for these individual projects.

11.2 The Council spends over £2m per annum on energy and has a capital programme for investing capital in energy efficiency projects. Investment of capital through the SALIX programme, typically meets the 10 year repayment condition, helping to avoid rising energy costs. Other energy projects offer a return on investment.

11.3 It is estimated that over £150m is spent per annum by Reading's residents and employees on energy and fuel. By investing in energy efficiency, renewable energy generation and electrification of heat and transport, this annual expenditure could be reduced by instead spending on projects which would have the benefit of creating jobs and saving money for all. Where positive business cases are brought forward projects can offer value for money.

## **12. BACKGROUND PAPERS**

**Appendix 1: Modelling a Zero Carbon Pathway**

**Appendix 2: Existing Projects**

**Appendix 3: Item 11 Full Council - 26<sup>th</sup> February - Council Climate Emergency Declaration**

**Appendix 4: 'Reading Climate Change Strategy 2013-20 Action Plans**

## Appendix 1 - Modelling a Zero Carbon Pathway

- 1.1 Reading Borough Council carried out initial modelling to establish a potential pathway for a zero carbon Reading. This was reported to Strategic Environment, Planning and Transport (SEPT) Committee in March 2018.
- 1.2 The model utilises the Department of Business , Energy and Industry Strategy (BEIS) carbon emissions data for local authorities and converts this to power. It uses standard yield and performance data to calculate the contribution of power to the local networks. It does not take account of the different time of day or year that the power is used/generated.
- 1.3 Whilst the initial model should only be regarded as a rough assessment of what potential there might be in Reading according to our local understanding, it sets out a possible blueprint for technology and infrastructure development that is needed rapidly if carbon neutrality is to be achieved by 2030.
- 1.4 The modelling assumes a very ambitious programme of energy efficiency is carried out in Reading and energy consumption is reduced by just over 50%. It also seeks to calculate the amount of renewable energy installations that could potentially be achieved without taking account of many of the technical and practical challenges associated with this scale of roll out.
- 1.5 The model showed that there is potentially considerable renewable heat potential utilising Reading's rivers, ground and gas from food waste and sewerage waste. Together these could supply a large proportion of the town's heat.
- 1.6 In the scenario modelled, renewable electricity generation would be largely provided by solar panels. This would require a considerable increase in the prevalence of this technology, requiring an order of magnitude change in the number of roofs in the borough which have solar panels installed.
- 1.7 Additional electricity would be needed for heat and the electrification of transport. The model showed that this extra load would mean that even with all the other work to reduce demand and increase renewable supply, there would remain a substantial gap in the amount of clean electricity available.
- 1.8 There are a number of obstacles which could potentially lead to certain technology solutions offering significantly less energy than shown. The pathway would need to have a high degree of flexibility to ensure that, as trials and commercial pilots yield information about the real potential of technologies, the model can be adjusted to ensure that the correct development pathway progresses. Further modelling work will be carried out to establish a range of scenarios and sensitivities using the Government backed recently published 'SCATTER' tool.
- 1.9 The modelling work showed the following four key technical challenge areas associated with delivering a carbon neutral Reading:-
  - i) Low carbon buildings - retrofitting at scale.
  - ii) Renewable heat and electricity supply - scaling up renewables.
  - iii) Sustainable transport - phasing out petrol and diesel.
  - iv) Smart Energy - smoothing out the power.



## **Appendix 2 - Existing Projects**

The Council has already progressed work in these areas and continues to work on key projects which will help to take this framework forward.

### **Low Carbon Buildings**

The Council's Carbon Plan 2015-20 outlines its approach to reducing emissions to 50% of 2008/9 levels by 2020. This target was met three years early in 2017/18.

A number of low carbon projects have been progressed over the course of the delivery of the last two climate change strategies. Around 100 SALIX energy efficiency projects have been delivered in the Council estate including a full retrofit of the current civic offices and the town hall.

Over 2000 properties were insulated under the Heat-seeker project in the first climate change strategy and whilst national funding was significantly reduced the Council has continued to provide a fuel poverty service called Winter Watch, which has visited hundreds of homes and assisted in obtaining funding for energy efficiency measures large and small to householders.

The Council was a Green Deal Pioneer, but the national policy was scrapped and no Green Deals were rolled out.

A number of grant funded boiler replacement schemes were installed into Reading social housing stock. Readings own housing stock has a SAP rating of 73%.

Reading was one of the first UK authorities to include zero carbon planning in its new Local Plan. This policy awaits the outcome of the inspection process before it will be adopted. The policy is designed to re-invest funds from large developments where they cannot feasibly achieve zero carbon standards on the site into local projects, including housing retrofit.

The Council is currently planning the refurbishment of the Bennet Road depot. The project incorporates a range of innovative and energy efficiency measures, aiming to reduce the carbon footprint substantially. Modelling is being carried out to determine the business model for investment including consideration of renewable technologies, battery storage and charging for electric Council fleet vehicles.

The Council is in the process of completing a replacement of 100% of the streetlights in the borough with LED lamps. The replacement of 13,000 street lamps will save over 1000 tonnes of CO<sub>2</sub> per annum and reduce electricity bills by approximately £200k per annum.

### **Renewable Electricity**

The Council has invested in solar PV on 457 Council houses and 46 corporate and community buildings. In total the Council owns around 7000 panels or 2MWp of generation capacity. This amounts to around 1/3 of the solar panels installed in the Borough.

In addition to the above, the Council helped to set up Reading Community Energy Society, which is in the process of installing its second phase of community funded

solar panels on local buildings, bringing the total to around 2400 panels or 600kWp of generation capacity.

The Council is planning a range of projects looking at the effectiveness and scalability of different technology combinations, working closely with the University to monitor the performance of the technologies and assist in optimising their performance.

The Council and Reading Transport are working with Reading Community Energy Society to install larger unsubsidised solar PV schemes including the bus depot. Together with the existing solar PV on the bus depot, this will be the largest solar install on a single building in Reading, slightly bigger than the arrays on the Council's civic offices which total 148kWp (~700) panels.

## **Renewable Heat**

The Council has implemented one biomass heating scheme at Cedar Court, with a connection to an adjoining building.

As the grid decarbonises, heat pumps become more sustainable than gas based systems. The most efficient heat pumps utilise the heat resource available in the ground and rivers.

The Council has been successful for the third time in securing Heat Network funding from the Heat Network Delivery Unit. The most recent project outlined feasibility for a district heating network in Reading town centre. A key recommendation was that schemes in the town centre could harness renewable heat from the river, aquifers and ground source heat.

A new project will focus on the development opportunities in the town centre and bringing these into operation. Strategic sites such as Station Hill and the ex-Royal Mail site offer the density and opportunity to deliver schemes with renewable heat.

## **Sustainable Transport**

Reading has delivered a great number of initiatives and programmes under its Local Transport Plan 3 to move towards a more sustainable transport system. Reading Buses has continued to expand its fleet of low or zero carbon buses with a fleet of over 40 sustainable CNG powered buses. These buses are fuelled by compressed natural gas, for which biomethane has been injected in equivalent volumes into the national gas grid from regional sources. Reading has the third highest per person passenger numbers in the UK outside London.

A number of pedestrian and cycling infrastructure projects have been implemented including the new pedestrian and cycle-bridge over the river Thames.

The Council has invested in electric vehicle charging points at the Civic Offices and Depot site. These offer charging facilities for up to ten vehicles at a time.

Two fast-charge units are available to the public behind the Civic Offices.

The Council is in the process of designing the install of a number of charge points in areas of on street parking, where residents do not have access to off street parking and thereby home charging. The charging points will be set into the lamp columns (posts) and made readily available within the trial area.

Reading's licensed (Hackney Cab) taxi fleet have committed to be 100% Ultra Low Emission vehicles by 2030.

### **Smart energy systems**

The Council has been installing 'smart' Automatic Meter Reading (AMR) on its electricity and gas meters. Over 90% of its energy consumption is via these meters. In 2018, a number of meters were upgraded to AMR under P272 regulations. AMR meters allow the Council to have access to 'half hourly' consumption data.

The Council is currently modelling PV/battery scenarios at its Bennet Road Depot site. Battery storage would be used to smooth out peak energy periods when power on the grid is at its most carbon intensive or 'brown'.

Electric Vehicles can be used as an energy storage facility. As well as controlling when charging occurs, future models will incorporate 'Vehicle to Grid', where cars can export electricity back to the grid. The Council has procured a number of Electric Vans and is modelling future uses of electric vehicles as power providers to buildings and other power uses.

READING BOROUGH COUNCIL

COUNCIL MEETING

26 FEBRUARY 2019

**ITEM NO 11 - CLIMATE EMERGENCY - TOWARDS A ZERO CARBON READING - ALTERED**

Reading Borough Council (RBC) believes the world is now clearly in the midst of a climate emergency and that more concerted and urgent action is needed at local, national and international level to protect our planet for future generations. **As such, this Council commits to playing as full a role as possible – leading by example as well as by exhortation - in achieving a carbon neutral Reading by 2030.**

RBC has a long standing commitment to action on climate change. A signatory of the Nottingham Declaration on Climate Change in 2006, the Council was one of the first authorities to produce a detailed Climate Action Plan.

We note that CO<sub>2</sub> emissions in the Borough have fallen by 41% since 2005, which is greater than all but 19 of the 405 authorities in Great Britain, and that Reading Borough Council has reduced its own emissions by 53% since 2008.

Reading is urban in nature and the majority of emissions are from the use of fossil fuels and energy to run buildings and transport. Methane is also harmful to the climate. In Reading, these emissions are primarily from food, human waste and landfill. Gases from the latter two are captured and used to generate energy.

Despite good progress at local level, new evidence continues to emerge about the scale of the likely impacts of climate change. We are now aware through the launch of the Special Report of the Intergovernmental Panel on Climate Change in October 2018 that, in order to reduce the risks of severe climate change, all countries must act much more quickly.

This Council was proud to host the Model Climate Conference in December 2018 in this Chamber attended by students from local secondary schools, which coincided with the Katowice Climate Conference (COP24), and resulted in all the participating students stressing the urgency of climate action and pressing the Council, Government and others to act quickly.

RBC notes that we have already set out a number of ambitious policies and actions which will help to pave the way for the delivery of a Zero Carbon future such as:

- ‘Zero Carbon Standards’ within its draft Local Plan,
- The RBC Carbon Plan
- The forthcoming consultation on options, such as a Clean Air Zone, for improving local air quality and reducing congestion prior to publishing our draft Fourth Local Transport Plan
- The Reading Climate Change Partnership and Strategy - Reading Means Business on Climate Change
- The Launch of Reading Community Energy Society

This Council therefore instructs officers to report to the SEPT and Policy Committees on further potential measures that could accelerate the timescale for reducing carbon dioxide emissions to zero by 2030, but recognises that this date can only be achieved with substantial policy changes from national government.

**Council also requests officers to ensure that forthcoming revisions to the Local Transport Plan and Climate Change Strategy (and any other relevant policy statements) reflect the urgency of this resolution.**

The Council also calls on the Government to follow the recommendations of the Committee on Climate Change and radically improve the policy framework including, for example:

- detailed and practical proposals for retrofitting private and public housing stock, where the Green Deal failed.
- upgrade social housing energy efficiency to higher standards
- more support for renewable electricity and heat (and not taxing them unfairly)
- more support for establishing renewably powered heat networks
- more support for the smart technologies and storage and connecting to local power grids.
- more support for electric vehicle infrastructure and ownership, whilst incentivising the scrappage of older polluting vehicles
- more national investment in cycling and walking policies, and the expansion of public transport and car clubs using the latest zero carbon technology
- working with local businesses to improve their energy efficiency
- putting solar arrays on most of the suitable roof space and erecting more large wind turbines
- developing local energy storage facilities
- establishing national recycling standards on industry and supermarkets whilst supporting the roll-out of food waste collection and its use for the generation of clean local energy
- building a town centre district energy system which harnesses heat from local rivers or watercourses
- establishing the widespread use of ground-source heat pumps and potentially air source heat pumps
- amending local authority procurement powers to require the delivery of carbon neutral environmental strategies by private sector suppliers

The Council calls on the Government to give Reading as soon as possible the additional powers and funding needed to ensure that Reading is carbon neutral by 2030.

The Council therefore instructs the Chief Executive to write to our local MPs, **and to the Prime Minister and to relevant Government departments (DEFRA, MHCLG, DfT, and Treasury)** setting out the above requirements and the need for new legislation and financial support to deliver this radical agenda.

I move this

I second this

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Councillor Page

.....  
Councillor

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## Theme 1: ENERGY SUPPLY

The heavy dependence on fossil fuels to provide energy in the UK has been identified as our most significant impact on global climate change. It is therefore crucial that we consider how our energy is produced, supplied and consumed in order to reduce our impact on climate change and to meet the needs of our society in the long term.

To achieve this, we need to be efficient with the energy we use and find clean and ‘green’ ways of producing heat and electricity. Firstly, we must conserve energy by insulating our homes and reducing our consumption of electricity through switching off and improving the efficiency of our energy consuming devices. Secondly, we must generate a larger proportion of our energy from renewable sources like wind and solar. Thirdly, we must consider the right sort of infrastructure to provide energy locally. This will involve heat networks that provide low carbon heat directly to buildings and a smart grid where the right amount of energy is generated and little is wasted.

**Vision by 2020:** By 2020, Reading will use less energy and have cleaner, greener supplies of electricity and heat. We will have increased the amount of locally generated renewable energy. Local smart grids and power plants (decentralised energy) will start to be developed to offer more responsive, cost effective, low carbon energy to consumers. Smart meters will be installed across the borough to improve monitoring and control of local energy supply. Communities and businesses will work together to reduce their energy consumption and develop low carbon energy solutions.

### SUMMARY OF STRATEGIC PRIORITIES

- Reduce energy consumption in Reading
- Decarbonise energy supply of Reading

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
<b>Strategic priority 1: Reduce energy consumption in Reading</b>					
T1SP1.1 <sup>1</sup>	Produce report identifying the commercial and public sector electricity consumption in Reading and identifying key opportunities for energy efficiency		Report	RBC	University of Reading (Technologies for Sustainable Built Environment Centre)

<sup>1</sup> T = theme; SP = strategic priority

READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN 2018

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T1SP1.2	Analyse report which identifies the commercial and public sector electricity consumption in Reading. Identify specific technologies that are commercially viable for increasing energy efficiency.	End of 2017	Report completed	Reading Borough Council (RBC)	University of Reading (Technologies for Sustainable Built Environment Centre- TSBE centre)
T1SP1.3	Develop and support a group of organisations to invest in their own energy efficiency programmes	End of 2017	First event planned for 02/17	RBC; UKCIC	University of Reading; Thames Water; large retail stores
T1SP1.4	- Deliver the Council Energy Plan Programme - Deliver BEEP	2020	- Low carbon Street lighting due for completion in Spring 2017- Delivery of BEEP	RBC	Public sector group
T1SP1.5	Continue to offer schools support on energy efficiency and renewable energy investment	2017-2020	- Encourage uptake of SEELS (SALIX Energy Efficiency Loans) funding for schools - Expansions complete to energy efficient standards - Reinstate Business Energy Management System - Support Energy Performance Certificates implementation and Air Conditioning Certification	RBC	Reading Schools
T1PS1.6	Encourage and increase the number of smart meters and other resource monitoring/ saving devices installed in buildings/households and other energy/resource using facilities across	2018-2020		RBC	University of Reading



Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
	Reading. Encourage their use in Green Park, Apex Plaza				
<b>Strategic priority 2: Decarbonise Reading's energy supply</b>					
T1SP2.1	Produce a model that identifies where electricity loads in buildings can be reduced at peak periods		Engineering Doctorate Thesis with Technologies for Sustainable Built Environment Centre	RBC	University of Reading-TSBE centre.
T1SP2.2	Complete heat mapping exercise	August 2017	Completed report	RBC	RCCP/HNDU
T1SP2.3	Develop district energy projects in Reading amongst partners.	2020	<ul style="list-style-type: none"> <li>- Initial report on options for specific sites</li> <li>- Business planning for sites or private sector driven through planning/investment</li> <li>- Encourage private sector investment into District Energy Networks in Reading through planning</li> </ul>	RBC	Private sector
T1SP2.4	Disseminate information about complete district energy schemes	March 2016	University of Reading scheme	University of Reading	RBC
T1SP2.5	<ul style="list-style-type: none"> <li>- Produce a renewable energy investment strategy to provide 8% of local power, identifying most investable renewable energy in borough.</li> <li>- Aim for 100% of Reading's energy to be produced through renewable sources by 2050</li> </ul>	<ul style="list-style-type: none"> <li>- 2020</li> <li>- 2050</li> </ul>	<ul style="list-style-type: none"> <li>- Evidence base complete</li> <li>- Workshops with partners</li> <li>- Report to Reading Climate Change Partnership (RCCP)</li> <li>- Consider use of solar photovoltaics, solar thermal, ground source heat pumps, wind, anaerobic digestion, biomass and gasification processes, and hydropower</li> </ul>	Thames Valley Energy	RBC

READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN 2018

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T1SP2.6	- Deliver Council Energy Plan Programme - Renewable energy projects to achieve 15% of council energy use by 2020 - Includes Photovoltaic Solar panels and biomass heating.	2020	- 1st Biomass project March 2014 - Solar photovoltaic on housing Aug 2014 - Targets for photovoltaic and biomass TBC	RBC	Reading Sustainability Centre
T1SP2.7	Work with small businesses to encourage uptake of renewable energy	End 2018		RBC, Institute for Sustainability, European Projects	
T1SP2.8	Encourage local communities and businesses to support the development of renewable energy in their communities	July 2014	- Identify potential buildings and locations, and interested parties - Provide technical advice to interested groups	RBC; Reading Voluntary Action, Greater Reading Environmental Network, Transition Town Reading	
T1SP2.9	Create a number of community showcase facilities in Reading and run tours	2018	Identify potential buildings, Reading International Solidarity Centre (RISC) solar and Green Park wind turbine	RBC	Reading International Solidarity Centre; Green Education
T1SP2.10	- Identify planning sites that are suitable for decentralised energy networks. Implement policy to incorporate district energy into appropriate planning sites. - Incorporate these policies into Local Plan		Shortlist of suitable sites identified.	Reading Borough Council, Thames Valley Energy	Climate Berkshire
T1SP2.11	Produce RBC Energy and Carbon Management Policy		Report to Strategic Environment, Planning and Transport committee March 14	RBC	
T1SP2.12	Build local supply chains for technologies by building local skills and engaging local companies in larger contracts			RBC; Institute for Sustainability	Thames Valley Energy
T1SP2.13	Attract local and inward investment options for renewable energy development			RCCP	RBC

## Theme 2: LOW CARBON DEVELOPMENT

The quality of the built environment is of crucial importance to our contribution to climate change, through reducing the amount of energy we use in our buildings. Insulating and improving the efficiency of our existing buildings and building highly efficient new buildings are both critical to reducing our energy consumption and carbon footprint, and to reducing energy costs and addressing 'fuel poverty'. To adapt to climate change and achieve sustainable development, long term economic, social and environmental strategies must continue to evolve and guide the revision of spatial development policies for the future.

**Vision by 2020:** By 2020, Reading will have reduced its energy consumption from buildings through the improved design, construction and refurbishment of existing buildings. Reading will have improved planning policies in place that reduce energy consumption and will have improved processes to ensure compliance in new-build and renovations. Council policies will emphasise local retrofit and renewable energy programmes and other ways to reduce emissions from the local area. Planning policies and standards for buildings will address energy use, and the local effects of climate change. Strategic planning will assess the long-term implications of development trends on reducing carbon emissions and adapting to the effects of climate change.

### SUMMARY OF STRATEGIC PRIORITIES

- Continue to develop planning policies that support the reduction of greenhouse gas emissions directly and indirectly from the borough
- Retrofit energy efficiency measures into Reading's buildings
- Develop and implement adaptation measures to reduce the impact of high and low temperatures

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
<b>Strategic Priority 1: Continue to develop planning policies that support the reduction of green-house gas emissions directly and indirectly from the borough</b>					
T2SP1.1	Ensure new buildings in Reading meet high standards of energy efficiency in design and construction & install the most appropriate on site renewable energy generating technologies; specifically, review available and emerging standards	Annual	- Sustainable planning policies in place -Number of renewable	Reading Borough Council (RBC)	

READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN 2018

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
			installations		
T2SP1.2	Research potential to promote high standards of energy efficiency such as Minergie or Passive House	September 2018	- Find appropriate funding - Develop a study	The Reading Sustainability Centre (TRSC); Tony Cowling	
T2SP1.3	Establish a 'Zero Carbon Homes' mechanism with a local carbon offsetting fund.	September 2019	Planning policies in place and fund established.	RBC	
T2SP1.4	Establish and maintain a local public register of Energy Performance Certificates in the Borough - to track progress and to celebrate success and assist with Home Energy Conservation Action (HECA) report	September 2018 and annual update	Register established	RBC (EST to be commissioned initially)	RCCP to fund bi-annual updates.
T2SP1.5	Derive targets for progress with energy saving measures in Reading - to 2020 and 2030 - in line with Climate Change Committee scenarios and evaluate options for retrofit	Initial draft September 2018	Report with recommendations	RBC	
T2SP1.6	- Continue to review strategic plans for economy, housing, population, industry etc. to ensure they are compatible with local and national emissions targets - Revise strategic plans to manage the amount, type, and location of housing and business development in and around Reading to deliver a low-carbon (and low-cost) economy	Ongoing	Consultation response from RCCP to Local Plan	RCCP	Climate Berkshire; Berkshire Local Nature Partnership
T2SP1.7	Revision of LDF to include policies on density, scale, location and distribution of development to deliver a low-carbon economy.	September 2019	Revision of planning policy documents	RBC	University of Reading
T2SP1.8	Promote research in the area of Energy and Built Environment, Low Carbon development etc.	On going	New research development	University of Reading	RBC

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T2SP1.9	Review policies on 'green roofs and walls' in LDF. Include guidance for developers, planners and public on their costs and benefits so that their relative merits for different policy objectives relating to climate change (and other benefits/dis-benefits) can be taken in to account in design and planning	September 2020	Planning policy review  Revision of Sustainable Design and Construction SPD	Reading Borough Council	University of Reading
<b>Strategic Priority 2: Retrofit energy efficiency measures into Reading's buildings</b>					
T2SP2.1	Review guidance available for householders and businesses on retro-fitting renewable energy and energy-saving technologies, including technologies, financial assistance such as ECO scheme, and standards such as EnerPHit	December 2018	- Regularly updated web pages Information and links on Reading Climate Action Network(RCAN) - Active publicity campaign	Reading Climate Change Partnership (RCCP)	TRSC; Draught Busters; Tony Cowling
T2SP2.2	HECA report- use information to target energy saving activity and action	March 2019	HECA report	RBC	Housing associations and landlord groups
T2SP2.3	- Develop case studies and show homes networks that encourage renovation and re-use of empty buildings rather than building new homes - Explore links to refurbishments of older buildings	March 2019	Establish specific show homes in Reading through volunteers and/or where funding available - possible link to heritage open days	RCCP	Superhomes network; Reading community groups
T2SP2.4	Renovate existing Council properties to be very low carbon to recognised standards such as EnerPHit.	Ongoing	Report on numbers and standards achieved	RBC	

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T2SP2.5	Evaluate options to encourage retrofit in domestic buildings	March 2019	Report on progress	RBC	
T2SP2.6	Provide service to help house holders - especially those most vulnerable to fuel poverty, and in particular those that are at imminent health risk - to access Energy Company Obligation (ECO) subsidies, energy efficiency improvements, guidance on behavioural change, and other services/funding available	Ongoing	<ul style="list-style-type: none"> <li>- Continue Winter Watch initiative</li> <li>- 1 x staff available to provide service</li> <li>- Reach at least 100 households in need</li> <li>- Investigate flexible ECO</li> </ul>	RBC	Energy companies and switching services; Draught Busters; TRSC
T2SP2.8	- Work with landlords, lettings and managing agents to ensure minimum EPC compliance and encourage improvements in the sector	September 2018	Propose actions to encourage early adoption and enforce compliance	RBC	
Ts2SP2.9	Monitor improvements in energy use achieved by retro-fit measures to Council-owned buildings.	Annual	Annual report	Reading Borough Council	
<b>Strategic Priority 3: Develop and implement adaptation measures to reduce the impact of high and low temperatures</b>					
T2SP3.1	<ul style="list-style-type: none"> <li>- Assess care homes for risk of heat waves</li> <li>- implement measures to ensure that care customers are not at risk of hot conditions</li> <li>- develop low carbon cooling approaches for care homes</li> </ul>	Ongoing	Inclusion in Business Continuity plans	RBC	

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T2SP3.2	Ensure public spaces and park-areas have sufficient shade and places to rest to reduce risks of over-exposure to sun and potential health impacts, through implementation of Tree Strategy (see Natural Environment chapter and Action Plan)	Ongoing - six-monthly report	- 10% increase in canopy cover target from Tree Strategy - Evidence of CC-aware planning for shade	RBC	Tree wardens

## Theme 3: NATURAL ENVIRONMENT

The natural environment plays a key role in making our urban spaces liveable, both for people and wildlife. In response to climate change, communities of wild animals and plants will have to relocate from places that are becoming unsuitable for their survival to places where conditions are becoming more favourable. The way that open spaces and parklands are managed can have a significant impact on wildlife corridors and habitats and consequently on wildlife's ability to survive. Tree planting, for example, can help mitigate both the 'heat island' effect (where an urban area is significantly warmer than its surrounding rural areas due to human activities) and the emissions that impact on both climate change and air quality.

The natural environment should be managed and developed to respond to the threat of climate change, including establishing the role of the local community, to make Reading a better place for people and for wildlife.

**Vision by 2020:** By 2020, Reading will have a thriving and interconnected natural environment, with links and stepping stones, such as parks, back gardens and river corridors. Wildlife will be able to live in and move through the urban environment, allowing it to adapt to a changing climate. The people of Reading will be active guardians of our natural habitats, and the community will be more involved in the management of local green spaces.

### SUMMARY OF STRATEGIC PRIORITIES

- Improve the quality and connectivity of natural habitats
- Encourage local community groups and businesses to become more involved in the management of local green spaces

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
<b>Strategic Priority 1: Improve the quality and connectivity of natural habitats</b>					
T3SP1.1 <sup>2</sup>	Review the Reading Biodiversity Action Plan and update the plan to take account of climate change	2020	New Biodiversity Action Plan in 2020	Reading Borough Council (RBC)	Nature Nurture, Outdoor Classrooms; Thames Valley Records Centre

<sup>2</sup> T = theme; SP = strategic priority



READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN 2018

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T3SP1.2	Monitor the proportion of Local Wildlife Sites in positive conservation management in line with government guidance on Single Data List 160	Ongoing	- All RBC sites to be in positive conservation management by 2015 - RBC to encourage other landholders to manage their sites	RBC	Other landowners as appropriate. Econet; 'Friends of Parks' groups; Thames Valley Environment Record Centre
T3SP1.3	Keep under review, in light of climate change science: Tree Strategy, Orchard Project, Open Spaces Strategy, Thames Parks Plan and the document 'Reading Waterspace - A Vision for the Thames and Kennet'	Ongoing	Status report. Progress report on each project annually.	Reading Climate Change Partnership (RCCP)	RBC
T3SP1.4	- Identify areas of grass land of highest habitat value and manage as meadow - Align this action with National Pollinator Strategy; Coronation Meadows Strategy	Ongoing	- Staff training / awareness days - Statement about grass cutting policy on website	RBC	Private individuals and volunteer groups; Department for Environment; Food & Rural Affairs; Coronation Meadows
T3SP1.5	Help facilitate the work of the Berkshire Local Nature Partnership in respect of Reading sites	2020	Input to Berkshire Local Nature Partnership	RBC	Berkshire Local Nature Partnership
T3SP1.6	Undertake periodic ecological surveys of Reading's Local Wildlife Sites and review status in line with government and local guidance	Each site is surveyed as a minimum every 5 years	Annual review of surveyed site status	RBC	Thames Valley Environmental Records Centre; Nature Nurture
T3SP1.7	Periodically update the Berkshire phase 1 habitat map	2018	Periodic review approximately every 5 years, next due circa 2018	Thames Valley Environmental Records Centre	RBC; Nature Nurture

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T3SP1.8	<ul style="list-style-type: none"> <li>- Raise awareness of Biodiversity Opportunity Areas and seek opportunities to engage with landowners and encourage them to manage land in accordance with the objectives for their area</li> <li>- Promote Green Park as a positive case study for its commitment to biodiversity</li> </ul>	Ongoing	Progress report and plan	Berkshire Local Nature Partnership	Thames Valley Environmental Records Centre; RBC; Green Park
T3SP1.9	<p>Encourage groups, individuals and organisations to share ecological data with relevant Research Centres so that this information can be used to inform studies into the effects of climate change on biodiversity</p> <p>Promote smart technologies and applications to increase ecological indicators (<a href="http://www.brc.ac.uk">http://www.brc.ac.uk</a>)</p>	Ongoing	<p>Annual report from Thames Valley Environmental Records Centre to RBC</p> <p>Update information about applications available to monitor ecological data</p>	Thames Valley Environmental Records Centre	<a href="http://www.brc.ac.uk">http://www.brc.ac.uk</a>
T3SP1.10	<ul style="list-style-type: none"> <li>- Assess adequacy of control over conversion of front gardens to parking</li> <li>- Align this work to the Royal Horticultural Society's 'Greening Grey Britain' campaign, information on arid and swales planting.</li> </ul>	January 2020	Review of policy to committee with recommendations	Royal Horticultural Society	RBC
T3SP1.11	Raise awareness of the importance of green infrastructure for adapting to climate change and the economic benefits it provides	March 2020	<p>Planning advice</p> <p>Produce a briefing for multi-agency use in publicity</p>	RBC	University of Reading;; Nature Nurture, Reading Outdoor Classrooms

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T3SP1.12	Assess and seek improvement of waterways, river and canal banks as wildlife corridors	March 2020	Identify improvements to managed areas.	RBC	Environment Agency; Berkshire Local Nature Partnership; Canals and Rivers Trust; Thames Valley Record Centre; Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust
<b>Strategic Priority 2: Encourage local community groups and businesses to become more involved in the management of local green spaces</b>					
T3SP2.1	Sustain and grow local wildlife activities, especially for children	Ongoing	Wildlife community events (Estimated 94 meets in 2012)	Econet; Globe Groups	Connect Reading (businesses); Nature Nurture; Green Trees, Forest School Network; Food 4 Families
T3SP2.2	Encourage teaching about wildlife in schools	Ongoing	Provide training and information for teachers; look at expanding Reading's Outdoor Classroom.	RBC/ other partners	Nature Nurture; Green Trees Education; Conservation Volunteers Berkshire; Food4Families, RISC
T3SP2.3	Highlight and publicise guidance on wildlife gardening with assistance from partners	Jan 2020	- Guidance on website - Establish a channel for local expertise sharing	Econet; GLOBE groups (Oxford Road Community Garden & Ridgeline)	Berks Bucks And Oxon Wildlife Trust; Econet; Green Trees, Royal Horticultural Society; Food4Families

## Theme 4: WATER SUPPLY AND FLOODING

A changing climate is expected to mean more extreme weather events such as intense rainfall and floods, heat-waves and droughts. These impacts are predicted to increase over time, with winters getting warmer and wetter, while summers become hotter and drier. Hotter, drier summers will tend to increase demand for water and reduce supply, while more variable winter rainfall may increase the frequency of droughts despite the increase in average rainfall. As well as affecting water supply, this could also have significant impacts on biodiversity and the natural environment.

Action plans will set out measures to adapt to the threats to water supply and the risks of flooding.

**Vision by 2020:** By 2020, supply and demand for water will be managed so as to improve the projected 'supply demand balance', reduce the risks of 'temporary use bans' (e.g. hosepipe bans), and reduce the effects on wildlife of poor water quality and of damage to habitat through drought. The risks from changing patterns of rainfall and extreme weather events will be better understood and people will be well prepared with homes and businesses becoming increasingly resilient.

### SUMMARY OF STRATEGIC PRIORITIES

- Manage demand for and supply of water, to reduce the expected impact of water shortages on consumers and on wildlife
- Reduce the risk of damage due to flooding
- Develop an adaption plan for Reading so we can plan for extreme events associated with the changing climate

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
<b>Strategic Priority 1: Manage demand for and supply of water to reduce the expected impact of water shortages on consumers and on wildlife</b>					
T4SP1.1 <sup>3</sup>	Share understanding of Thames Water's - Water Resource Management Plan	2020	- Make sure Thames Water (TW) understand and factor in Reading's growth estimates - Share the good work TW are doing to factor in	TW	Environment Agency (EA)

<sup>3</sup> T = theme; SP = strategic priority

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
			climate projections - add links to Reading Climate Action Network (RCAN) website		
T4SP1.2	Ensure plans are in place so that Reading is ready to respond to a drought situation	2020	<ul style="list-style-type: none"> <li>- Make sure drought resilience options are included in TW's Water Resilience plan</li> <li>- Ensure we are planning for droughts that are extreme enough (factoring in climate projections of more extreme future low river flows)</li> <li>* Incorporate learning from EA lead work on 'Water efficiency in the Southeast'</li> </ul>	EA	TW; Reading Borough Council (RBC)
T4SP1.3	Ensure that Reading's Local Plan is compatible with expected availability of water supplies	2018	<ul style="list-style-type: none"> <li>- If funding can be found, do a water cycle study as part of current Local Plan development</li> <li>- Now the 'code for sustainable homes' has gone, follow Greater London Authority (GLA) recommendations for water efficiency (see Table 2.1 and 2.2 of Housing Standards document on .gov.uk)</li> </ul>	RBC	TW; EA
T4SP1.4	Share information with homes and businesses about how to get hold of free water saving devices	2020	<ul style="list-style-type: none"> <li>- Make links from TW to RCAN website</li> <li>- Help to promote at RCAN events</li> </ul>	TW	
T4SP1.5	Incorporate water efficiency measures into RBC internal policies	2020	<ul style="list-style-type: none"> <li>- Arrange meeting with TW water efficiency manager and RBC</li> <li>- Consider learning from Portsmouth &amp; Southampton retrofit case studies</li> </ul>	RBC	TW

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T4SP1.6	Make sure key organisations in Reading are prepared for the next drought	2018	<ul style="list-style-type: none"> <li>- Communicate the EA 'incident management' approach to managing drought situations with all partners</li> <li>- Run a drought exercise with all partners, Local Resilience Forum (LRF) and key businesses</li> <li>- Consider linking the above with a Heat Wave Alert exercise (e.g. recent Manchester LRF exercise).</li> <li>- Share the learning on RCAN website</li> </ul>	EA	TW; RBC; LRF
T4SP1.7	Share information and case studies to help homes and businesses reduce water use	2018	Add info and links to RCAN website: <ul style="list-style-type: none"> <li>- EA water efficiency guide</li> <li>- TW recommendations for businesses (e.g. staff engagement)</li> <li>- Case studies, e.g. for Clear Water retro fit</li> <li>- TW water saving calculator</li> <li>- TW Water audits for businesses</li> <li>- RBC Carbon Plan</li> <li>- Info from RBC involvement in 'Liquid Assets programme (2006-8)'</li> </ul>	TW	RBC; EA
T4SP1.8	Help to raise awareness amongst homes and business about 'how will a drought affect me?'	2020	<ul style="list-style-type: none"> <li>- Create identifiable case studies</li> <li>- Signpost to EA and TW information on RCAN website</li> <li>- Develop code of conduct when drought is active</li> </ul>	TW	RBC; EA
<b>Strategic Priority 2: Reduce the risk of damage due to flooding</b>					
T4SP2.1	Raise awareness of the EA Flood Warning service	2020	<ul style="list-style-type: none"> <li>- Increase the number of homes and businesses, who are signed-up to receive Flood Warnings, to 70% over the next 3 years</li> <li>- Expand coverage of flood alert/warning service</li> </ul>	EA	RBC

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
			to 100% of properties at risk by 2020 - Signpost on the RCAN website - Link to advice on flood awareness, flood prevention measures, evacuation guides, and information about the Flood Warning service		
T4SP2.2	Make sure that all 3 RBC Flood Plans incorporate the latest flood guidance	2018	- Confirm that work from Peter Brett, which is looking at revised EA flood guidance, is incorporated into Flood Plan revision (Oct 2017). - Update as appropriate: Flood Water Management Plan, Strategic Plan, and Flood Response Plan. - Consult or request advice from EA as appropriate	RBC	EA
T4SP2.3	Implement sustainable urban drainage systems (SuDS) in accordance with Planning policies and in delivery of infrastructure	2020	- Make sure all applications that need SuDS (which will be automatically triggered by Planning Application System) demonstrate that they have been successfully installed - Monitor the effectiveness of schemes in post-event debriefs - Ensure any learning points are added to appropriate plans	RBC	
T4SP2.4	Review updated flood maps, which are to be revised from 2018	2020	- Add notification to RCAN when they change - Add links to EA flood maps on .gov.uk 'What's in your back yard' - RBC & EA to check if the National Flood Risk Assessment (NARFA) flood bands have changed for homes / businesses in Reading, and communicate as appropriate	RBC	EA

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T4SP2.5	Ensure that drainage design is sufficient to allow for increased intensity rainfall in new developments and infrastructure construction/repairs	2020	<ul style="list-style-type: none"> <li>- Make sure new EA guidance has been incorporated in RBC planning policy (e.g. for 20%-40% increase in rainfall intensity)</li> <li>- All new development designed to meet this</li> <li>- Agree target to fix percentage of existing problem areas</li> </ul>	RBC	TW; EA; Scottish and Southern Electricity (SSE)
T4SP2.6	Share advice on being prepared for an incident	2018	<ul style="list-style-type: none"> <li>- Share/signpost link to the "Thames Valley: Are you ready?" booklet on RCAN website</li> <li>- Link this with EA advice (from T4SP3.1)</li> </ul>	RBC	EA
T4SP2.7	Control and minimise development on the floodplain	2020	<ul style="list-style-type: none"> <li>- RBC will apply sequential test to confirm no alternatives are available outside of flood zones</li> <li>- RBC to consult the EA as appropriate</li> </ul>	RBC	EA
<b>Strategic Priority 3: Develop an adaptation plan for Reading so we can plan for extreme events associated with the changing climate</b>					
T4SP3.1	Check environmental monitoring networks (e.g. river flow and rainfall) are fit for purpose, well maintained and producing quality assured data	2018	<ul style="list-style-type: none"> <li>- Create map of monitoring</li> <li>- Publish on RCAN with links to EA/Centre for Ecology and Hydrology</li> </ul>	EA	



Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T4SP3.2	Develop the first iteration of an 'Adaptation Plan for Reading'	2020	<ul style="list-style-type: none"> <li>- Use 'pathways-based' adaptive planning techniques pioneered in the EA (TE2100 and Scenario Testing projects)</li> <li>- Include low flow (drought), surface and fluvial flood, and temperature (e.g. heat wave) indicators</li> <li>- Consider high climate change and growth projections</li> <li>- Plan to 2100</li> </ul>	EA	

## Theme 5: TRANSPORT

Every citizen's choice of transport impacts on climate change, as well as road safety, air quality, and noise pollution. An effective transport system is fundamental to building sustainable and thriving local communities. Reading's excellent links to national road and rail networks as well as Heathrow Airport, have contributed towards the town becoming a major population and employment centre within the South East. However, the ability to continue to attract inward investment into Reading, while at the same time reducing carbon emissions, depends on efficient management of the transport network as demand for travel grows. The challenge is to minimise transport's contribution to greenhouse gas emissions, through reducing the need to travel, encouraging the use of more sustainable modes of transport and alternative energy sources, and reducing congestion. The 'Transport' theme considers how people move around, including 'active travel' such as walking and cycling, public transport such as buses and trains and private transport such as cars and vans. It also reviews the infrastructure that allows people to travel, and the impacts of travel choices not only on climate change, but also on other aspects of the environment.

**Vision For 2020:** By 2020, we will have achieved targeted and measurable reductions in greenhouse gas emissions from transport and created an infrastructure network which supports and encourages low carbon travel, while improving air quality. Reading will have a healthier and more active population as more people choose to walk and cycle for short journeys whether to the town centre or other local destinations. The transport network will be less congested and safe for cyclists and pedestrians of all ages and abilities. People will use information which is easily accessible and provided in innovative ways to make smarter choices in the way they travel. Public transport will be efficient, reliable and affordable. Low carbon travel will be the preferred choice for people and goods moving around the town. Reading will have a reputation as a beacon for sustainable travel.

### SUMMARY OF STRATEGIC PRIORITIES

- Develop and manage a transport infrastructure which supports low carbon travel options
- Reduce energy use and embodied energy in transport infrastructure
- Reduce the air pollution derived from motor vehicles

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
<b>Strategic Priority 1: Develop and manage a transport infrastructure which supports more low carbon travel options</b>					

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T5SP1.1 <sup>4</sup>	Build pedestrian cycle bridge		Procure, build, monitor use	RBC	Sustrans, landowners
T5SP1.2	Provision of cycle hire scheme	June 2017	Monthly use	Reading Borough Council (RBC)	Various
T5SP1.3	New and upgraded premier cycle routes	Ongoing	New links and new facilities	RBC; Local Sustainable Transport Fund (LSTF) partnership	
T5SP1.4	Support electric vehicle charging	2015	Quarterly usage stats	RBC; business	Car park operators
T5SP1.5	Apply best practice (from around UK) to road layouts	Ongoing during resurfacing programme	Reduction in injury accidents	RBC	
T5SP1.6	Improve pedestrian/cycle facilities at local destinations and local environment	Ongoing	New crossings; cycle stands installed; local area enhancements	RBC; LSTF partnership	Community; business
T5SP1.7	To implement MRT routes in South and East Reading	Ongoing	Increase in public transport usage	RBC	Thames Valley Local Enterprise Partnership
T5SP1.8	To deliver Reading Green Park Railway Station	December 2018	Encourage railway usage, reduce A33 congestion	RBC	Thames Valley Local Enterprise Partnership; Network Rail; Great Western Railway
T5SP1.9	Reallocate road space to public transport and cycling	Ongoing	By road or route	RBC	

<sup>4</sup> T = theme; SP = strategic priority

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T5SP1.10	Management of transport related assets	Ongoing	Faults, repair rates, response in extreme weather	RBC	
T5SP1.11	Give appropriate advice for new development to encourage sustainable travel	Ongoing	To be developed	RBC	Developers
T5SP1.12	Develop financial and non-financial incentives to use sustainable travel methods (e.g. challenges, promotions)	Ongoing	Participation, mode shift	LSTF; various	RBC
T5SP1.13	Parking/bus lane enforcement (including camera car)	Ongoing	To reduce illegal usage of bus lanes/parking restrictions	RBC	
T5SP1.14	Promote travel information website and open data server	Ongoing	Measure use and app development	RBC	Media, business
T5SP1.15	Variable Message Signing (VMS) expansion	Complete	Installation of new VMS displays	LSTF partnership	
T5SP1.16	Introduce a 'smart' ticketing system	January 2017	Increase sustainable travel	RBC; Reading Transport Ltd	Various
T5SP1.17	Planned extension of 20mph speed limits/zones as appropriate to local conditions	ongoing	New schemes annually	RBC; Police	
	Improve traffic signal operation		By junction	RBC	
T5SP1.18	Management of transport related assets		Faults, repair rates, response in extreme weather	RBC	

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
<b>Strategic Priority 2: Reduce energy use and embodied energy in transport infrastructure</b>					
T5SP2.1	Expand low energy lighting and control (e.g. dimming)	Ongoing	Monitor energy use	RBC; LSTF partnership	Scottish and Southern Electric (SSE)
T5SP2.2	De-illuminate street furniture	Ongoing	Monitor energy use	RBC; LSTF partnership	SSE
<b>Strategic Priority 3: Reduce air pollution derived from motor vehicles</b>					
T5SP3.1	Extend park and ride	Ongoing	New park and ride southeast, south & west	RBC; Wokingham Borough Council	West Berkshire Council; LSTF partnership and train operating companies, Business
T5SP3.2	Parking management	Ongoing	Restrictions, enforcement by road or route	RBC	
T5SP3.3	Reduce carbon footprint of public transport		Improve Euroclass and increase number of lower carbon buses to fleet	Reading Transport Ltd	
T5SP3.4	Personalised travel planning (arranging travel plan for individuals)		Take customers through questionnaire - conversations held	RBC	Businesses
T5SP3.5	Social media use for travel planning		More reliable journey planning	Community, business	
T5SP3.6	Journey time monitoring system		Journey time reliability	RBC; LSTF partnership	

## Theme 6: PURCHASING, SUPPLY AND CONSUMPTION

The purchasing, supply and consumption of goods affects climate change in a variety of ways, both directly through the emissions of greenhouse gases from the manufacture and transport of goods, and more indirectly by affecting the resilience of the town to a changing climate by boosting local supply of products and services and the 'green economy'. If we are to meet the challenge, all sectors of Reading's community will need to adopt more sustainable PSC practices and behaviour. This means basing our choice and use of goods and services on maximising benefits to the environment, the economy and society, for both ourselves and the wider community, rather than on a purely private cost-benefit analysis. Over time, the market will respond by offering products that match these preferences. Our consumption of products and food and our business activities also produce waste, which impacts on climate change in numerous ways. 'Zero waste' is the process of using all of our waste as a resource for other purposes, thus avoiding land-fill and improving resource efficiency.

**Vision For 2020:** By 2020, people and organisations in Reading will understand the need for action on climate change and adjust their purchasing, supply and consumption choices accordingly, both individually and collectively. A substantial number of Reading residents and local communities will have made real change to their PSC behaviour, with the results accurately recorded through proven, credible carbon measurement and monitoring techniques. The majority of large (public and private) organisations based in the Reading area, plus a significant number of local small and medium sized enterprises (SMEs) and other small organisations, will have a detailed understanding of sustainable purchasing, supply and consumption principles; they will have formal practice and procedures embedded into their activities. Reading will also have significantly reduced its waste going to landfill, through producing less waste, expanding the market in the recycling and re-use of products, and by generating energy from waste. Surplus material will be viewed as a resource for others to use rather than categorised as waste.

### SUMMARY OF STRATEGIC PRIORITIES

- Support and encourage local purchasing and the development of local supply chains
- Promote and encourage new business models focused around the 'circular economy'
- Develop standards and the commitment to sustainable procurement in both the public and private sectors

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
<b>Strategic Priority 1: Support and encourage local purchasing and the development of local supply chains</b>					

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T6SP1.1 <sup>5</sup>	Establish a forum for sharing ideas	March 15, then on going	Forum launch	Reading Voluntary Action	Reading International Solidarity Centre (RISC)
T6SP1.2	Gather information on best practice		Publish best practice from delivery group on RCAN website	RBC	
<b>Strategic Priority 2: Promote and encourage new business models focused around the ‘circular economy’</b>					
T6SP2.1	Organise regular seminars on key subjects such as circular economy	Ongoing	First seminar; 1 per annum	RCCP	
T6SP2.2	Establish a group of organisations that have an interest in exploring ‘circular economy’ approaches	Ongoing	Group established	Kyocera Document Solutions (UK) Ltd	
T6SP2.3	Investigate ways of collaborating with other groups that aim to build a sustainable future for Reading	2017		Kyocera Document Solutions/ Reading Borough Council (RBC)	Vibrant Reading, Reading 2050
T6SP2.4	Use networks and variable communication methods to inform /encourage reduction, reuse and recycling, peer- to-peer lending and collaborative consumption	2018	Information made available through web and other media		Sue Ryder; Transition Town Reading; Share & Repair café
<b>Strategic Priority 3: Develop standards and the commitment to sustainable procurement in both the public and private sectors</b>					
T6SP3.1	Explore the potential to develop an accreditation scheme with Reading businesses	Mar 15	Initial feasibility	Kyocera Document Solutions (UK) Ltd	Other champions identified through group

<sup>5</sup> T = theme; SP = strategic priority

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T6SP3.2	Identify examples/case studies (Reading and beyond) of innovative approaches to waste reduction, recycling and reuse	Ongoing	<ul style="list-style-type: none"> <li>- Sign post case studies in RE3</li> <li>- Coordinated waste minimisation activities with Re3 staff</li> </ul>	RBC	WRAP; Community sector
T6SP3.3	Nominate commercial and public sector “champions” in Reading area to highlight best practice		Recruit champions in each sector	RBC	Environment Agency, NHS, Kyocera Documents Solutions UK Ltd, Connect Reading
T6SP3.4	Develop local diverse, flexible supply chains and work with them to improve environmental standards of procurement		<ul style="list-style-type: none"> <li>- RE-Start Local Project</li> <li>- Work with 60 Small and</li> <li>- Medium sized Enterprises to outline public sector opportunities and standards</li> </ul>	RBC	Institute for Sustainability



## Theme 7: EDUCATION, COMMUNICATION AND INFLUENCING BEHAVIOUR

Meeting Reading's targets for minimising the effects of climate change will depend on significant long term changes in everyone's behaviour across the borough, from individuals and communities to businesses and the public sector. How we behave is determined by many factors, such as our habits, beliefs about how we should behave in a given context (social norms), and cultural expectations, as well as by incentives. Although changing our behaviour and habits can sometimes feel challenging and complex, changing our social norms can have great benefits. This can be demonstrated through the popular growth of initiatives such as fair trade and recycling. These initiatives have developed through the communication of consistent and clear information.

Changes in behaviour will contribute to Reading's residents adopting more energy efficiency measures. Reading's workers will need to develop skills in a variety of technical and specialist areas, particularly in the building trade, to enable the development of a 'green economy' -from plumbers and builders to architects and chartered surveyors. Education, communication and influencing behaviour can lead on and support action on climate change.

**Vision For 2020:** By 2020, people and organisations in Reading will understand the reasons for urgent and ongoing action on climate change; we will be aware of what we can collectively achieve and the contribution we can make through our own actions and through influencing others. We will support joined up action on climate change across the public, private and voluntary sectors. People of all ages will be equipped with knowledge and skills that will increase awareness of opportunities within the local 'green economy'.

### SUMMARY OF STRATEGIC PRIORITIES

- Integrate sustainable behaviour promotion and practice throughout schools and colleges, homes, businesses and workplaces
- Raise awareness (with the stakeholders mentioned above), of the range of opportunities, initiatives, successes and challenges relating to climate action across Reading

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
<b>Strategic priority 1: Integrate sustainable behaviour promotion and practice throughout schools and colleges, homes, businesses and workplaces</b>					

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T7SP1.1 <sup>6</sup>	<ul style="list-style-type: none"> <li>- Encourage each sector to develop activities to enhance education, communication and behaviour change on climate change</li> <li>- Use opportunities such as funding from RCCP to aid initiatives which support target audiences in taking climate change action</li> <li>- Encourage organisations across the sectors in Reading to become members of Reading Climate Change Action Network (RCAN) and pledge actions on climate change</li> <li>- support them to deliver education and communication outcomes through their action</li> </ul>	Ongoing	Identify opportunities and establish relevant educational resources, activities and support	RCCP	School leads colleges and University of Reading; Workplace employers; landlords, health agencies; RCAN members
<b>Strategic priority 2: Raise awareness (with the stakeholders mentioned above), of the range of opportunities, initiatives, successes and challenges relating to climate action across Reading</b>					
T7SP2.1	- Develop communications messages for the climate change strategy targeted at and tailored to all relevant audiences	Ongoing	<ul style="list-style-type: none"> <li>- Strategy delivered</li> <li>- Communications plan delivered</li> </ul>	RBC	Environment Agency (EA), University of Reading, Reading UK CIC
T7SP2.2	- Engage partners in identifying potential communication channels for the various activities within the strategy and agreeing how these can be utilised	Ongoing	Implement communication strategy with relevant organisations to expand participation	RCCP	EA; University of Reading; Reading UK CIC
T7SP2.3	- Identify and support climate change schemes in the borough that meet the Strategic Priorities of the strategy; help to improve image of	Ongoing	Establish list of schemes and their hosting groups and organisations	RCCP	RBC

<sup>6</sup> T = theme; SP = strategic priority

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
	schemes and enhance uptake				
T7SP2.4	<ul style="list-style-type: none"> <li>- Develop a website to communicate updates on the action plan &amp; actions that are relevant to the strategy aims</li> <li>- Aimed at individuals/groups with existing interest in environment</li> </ul>	On going	Establish list of schemes and their hosting groups and organisations	RBC; RCCP	Strategy theme leads; RBC
T7SP2.5	<ul style="list-style-type: none"> <li>- Build a '...thriving network of businesses and organisations who will be at the forefront of developing solutions for reducing carbon emissions and preparing for climate change....'</li> </ul>	Ongoing	- Establish list of schemes and their hosting groups and organisations	RCCP Board; RBC	
T7SP2.6	<ul style="list-style-type: none"> <li>- Work with the building industry, professional bodies and educational establishments to identify and further develop training or guidance on low-carbon construction and renovation skills</li> <li>- Share existing best practice</li> </ul>	Ongoing	- Inclusion of this target in Economic Growth Plan for Reading 2015-2018 will ensure that report on uptake of training/ apprenticeships in low-carbon construction will be included in reporting for the Economic Growth Plan	RBC; RCCP	RBC; New Directions; Trades Associations; Reading College; Theme leads
T7SP2.7	<ul style="list-style-type: none"> <li>- Encourage businesses and public sector to incorporate environmental sustainability into appropriate job descriptions, identifying appropriate training where needed</li> </ul>	Ongoing	Assessment of senior management jobs at RBC	RBC; RCCP	Theme leads

## Theme 8: COMMUNITY

Communities can play a central role in developing a more sustainable way of life that reduces the impact that our lifestyles have on the global climate. This can be achieved through individuals being more self-sufficient, sharing resources, campaigning collectively and through a strong local business community. Working with Reading's existing strong community sector, including a number of environmental groups, will particularly benefit local action taken on climate change. To reduce our ecological impact, prepare for inevitable climate change and build high quality low carbon lifestyles, we will need to reconsider our interpretation of 'success' to include factors relating to our overall quality of life. Our quality of life is dependent on much more than increasing our material wealth, as currently dominates our GDP, but on the contribution of our local environment and our social interactions. To this effect, we should be working towards building sustainable communities.

By 2020, people will have an understanding of how their local environment contributes towards a better quality of life; they will have the commitment and community capacity to support each other to lead more sustainable lives. Reading's neighbourhoods will be places where success is measured by the uptake of life-styles centred on self-sufficiency, sustainable consumption and sharing of resources. Quality of life will include not only wealth and employment, but will also consider physical and mental health, education, recreation and leisure time, as well as the effects of the built and natural environment on their well-being, and the social attachment they feel. People will be empowered to influence local and national decision makers and businesses through well-developed local networks.

### SUMMARY OF STRATEGIC PRIORITIES

- Build community activity relating to sustainable communities
- Build community resilience to climate change: collective and individual
- Reduce consumption by building a 'sharing economy'

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
<b>Strategic Priority 1: Building community activity relating to sustainable communities</b>					

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T8SP1.1 <sup>7</sup>	Support groups carrying out activities supporting sustainable communities in Reading to join Reading Climate Action Network	Ongoing	<ul style="list-style-type: none"> <li>- Groups collated in database and invited to join RCAN and apply for grants - reviewed bi-yearly.</li> <li>- Contact maintained through RCAN newsletter, events, and website updates as well as personal contact where they are a deliverer</li> </ul>	- Reading Climate Change Partnership (RCCP) Board Community and Greater Reading Environmental Network (GREN) representative; RCAN support worker	
T8SP1.2	Provide networking opportunities for community and 'environmental' community organisations by improving links between groups contributing to tackling climate change	2020	<ul style="list-style-type: none"> <li>- Support community events</li> <li>- Communications of local news / activity through RCAN website, newsletter, and social media</li> <li>- Promotion of RCAN grants and news stories of successful projects funded by RCAN</li> </ul>	RCCP Board Community and GREN representative; RCAN support worker	<ul style="list-style-type: none"> <li>- Key environmental groups (TBC)</li> <li>- Options include GREN, Transition Towns Reading, Econet, Globe Groups</li> <li>- Reading Voluntary Action (RVA)</li> </ul>
T8SP1.3	Investigate approaches to engage wider community on climate change action	2020	<ul style="list-style-type: none"> <li>- Proposal presented- August 2017</li> <li>- Funds, paid worker and delivery partner in place - Feb 2018</li> <li>- Program delivery - 2018 - 2020 and beyond</li> </ul>	RCCP Board Community Representative to lead	TBC - approached will be RVA, TTR, GREN, RBC and more
<b>Strategic Priority 2: Build community resilience to climate change: collective and individual</b>					

<sup>7</sup> T = theme; SP = strategic priority

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T8SP2.1	<ul style="list-style-type: none"> <li>- Build uptake of energy efficiency, renewable energy and energy cooperatives</li> <li>- Engage appropriate asset holders and develop local schemes</li> </ul>	Sept 2014 and ongoing	Seek new opportunities to install renewable energy and food growing	RBC; Reading Community Energy Society; Food4Families	TTR; GREN; RVA; GLOBE groups; Food4 Families; Reading Community Energy Society
T8SP2.2	Communal food growing together and learning; continuation of Food4Families; support allotment and food growing activities	2020	<ul style="list-style-type: none"> <li>- Provision of allotment space in accordance with Allotment Strategy 2011</li> <li>- Establish 15 Food4Families food growing gardens</li> <li>- Establish networks / events that help promote food growing and local food</li> </ul>	RBC; Food4 Families / Reading Food Growing Network	TTR (orchard and bulk buying sub-groups); organisations with buildings/ grounds
T8SP2.3	Continue with current communal food pilot in Whitley where people can learn about growing food, and develop personal skills	March 2014	<ul style="list-style-type: none"> <li>- Research viability of city farm site in Reading</li> <li>- Focus on referrals where benefits of growing food are closely linked to improving mental health issues</li> </ul>	Green Health Reading	
T8SP2.4	Map and promote a network of accessible self-sufficient community buildings and projects supporting skill development to become more self-sufficient and resilient to climate change	June 2018 and ongoing	<ul style="list-style-type: none"> <li>- Complete mapping exercise of community buildings / projects</li> <li>- Promote facilities / network available through RCAN website via case studies or news stories</li> <li>- Support these projects where possible</li> </ul>	Lead delivery partner sought - RCAN worker; RCCP community / GREN board reps	RVA

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T8SP2.5	Build householders' and individuals' resilience in a number of ways: growing food, generating energy, insulating homes, planting trees, installing rainwater harvesting and composting food/garden waste	Sept 2014 and ongoing	- Increase numbers of households adopting measures - Design suitable messages / talks to target particular groups of householders - including specific projects	Draught Busters, Reading Sustainability Centre, Reading Food Growing Network	
T8SP2.6	Influence government policy to favour and link local food growers to commercial organisations	Ongoing	Obtain funding, conduct research (surveys)	University of Reading	RISC, Food Growing Network
<b>Strategic Priority 3: Reduce consumption by building a 'sharing economy'</b>					
T8SP3.1	Build and maintain 'share and repair' movement, increasing skills in the community and reducing waste	March 2015 and ongoing	Identify community champion(s) to create new projects	TTR; Reading Repair Café' Reading Bike Kitchen, Reading community and businesses	GREN; RVA
T8SP3.2	Promote 'donating instead of disposing' and 'repair instead of replace' in Reading's business and residential community	March 2016 and ongoing	- Connect Reading: no. of items donated to charities from businesses - Repair Café: no. of items repaired instead of disposed - Reading Bike Kitchen: no. of refurbished cycles (organisations will have their own targets)	Connect Reading; RVA; RCAN	

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners
T8SP3.3	Support local economy to explore methods used in UK towns and cities to increase local identity and build number of local businesses	December 2017	<ul style="list-style-type: none"> <li>- Build research group of interested organisations/ individuals</li> <li>- First meeting</li> <li>- Compile independent business directory</li> <li>- Share findings with RCAN for promotion</li> </ul>	Transition Town Reading	
T8SP3.4	<ul style="list-style-type: none"> <li>- Promote Reading's individuality, including its independent businesses and thriving cultural scene</li> <li>- Alt.Reading website: magazine focussing on independents, culture and opinion related to Reading</li> </ul>	<ul style="list-style-type: none"> <li>- Jan 2014</li> <li>- TBC</li> <li>Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>- Launch website</li> <li>- Continue to bring together all appropriate local activity in one website to promote the non-corporate side of Reading</li> </ul>	Alt.Reading	



## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE</b>		
<b>DATE:</b>	<b>9<sup>TH</sup> JULY 2019</b>		
<b>TITLE:</b>	<b>DRAFT SUSTAINABLE DESIGN AND CONSTRUCTION SUPPLEMENTARY PLANNING DOCUMENT</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>PLANNING</b>	<b>WARDS:</b>	<b>ALL</b>
<b>LEAD OFFICER:</b>	<b>MARK WORRINGHAM</b>	<b>TEL:</b>	<b>0118 9373337</b>
<b>JOB TITLE:</b>	<b>PLANNING POLICY TEAM LEADER</b>	<b>E-MAIL:</b>	<b><u><a href="mailto:mark.worringham@reading.gov.uk">mark.worringham@reading.gov.uk</a></u></b>

#### 1. EXECUTIVE SUMMARY

- 1.1 The Council is replacing its existing development plans (the Core Strategy, Reading Central Area Action Plan and Sites and Detailed Policies Document) with a new single local plan to set out how Reading will develop up to 2036. In order to implement the new Local Plan upon adoption, a new Sustainable Design and Construction Supplementary Planning Document (SPD) is needed, which will replace the existing Sustainable Design and Construction SPD adopted by the Council in July 2011. Once adopted, the new SPD will be a material consideration in the determination of planning applications.
- 1.2 This report seeks Committee's approval to undertake community involvement on a Draft Sustainable Design and Construction SPD (Appendix 1). Community involvement will then be undertaken, and will be considered in preparing a version for adoption.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sustainable Design and Construction SPD (Appendix 1) be approved for consultation.
- 2.2 That the Assistant Director of Planning, Transport and Regulatory Services be authorised to make any minor amendments necessary to the SPD that do not alter the policy direction, in consultation with the Lead

### 3. POLICY CONTEXT

- 3.1 The Draft Sustainable Design and Construction Supplementary Planning Document (SPD) sets out Reading's commitment to achieving sustainable development and reducing carbon emissions through the planning process. It provides detail on how applicants should achieve the sustainability policies of the emerging Local Plan. This document will play an integral role in achieving Reading Borough Council's aims to reduce and eventually eliminate carbon emissions within the Borough and supports the Council's recent declaration of a Climate Emergency in February 2019.
- 3.2 A SPD cannot make policy on its own, and can only provide detail on how policies in the development plan will be implemented. The existing Sustainable Design and Construction SPD, dating from 2011, expands on policies in the Core Strategy and Sites and Detailed Policies Document. These are in the process of being replaced by the new Local Plan, which is expected to be adopted in October.
- 3.3 Various changes to planning policy proposed in the new Local Plan have meant the need to review the SPD. In particular the SPD sets out detail on how to interpret and implement policies CC2: Sustainable Design and Construction and H5: Housing Standards of the new Local Plan. This is needed in particular because the new Local Plan introduces higher BREEAM standards for non-residential development, as well as a Zero Carbon Homes policy for major residential development.
- 3.4 The Code for Sustainable Homes was withdrawn in a Ministerial Statement by the Secretary of State for Communities and Local Government on 25th March 2015. The Council's existing planning policies which refer to the code, including the existing SPD, can therefore no longer be applied. The Ministerial Statement did not introduce standards around emissions levels and stated that standards other than those in the Statement should not be applied. This approach was carried forward in the revised National Planning Policy Framework (NPPF, July 2018). However, it is worth noting that these clauses in the Statement were based on an expectation that zero carbon homes was to be introduced in the Building Regulations on sites of more than 10 homes by 2016. It was only after the general election in 2015 that this ambition was abandoned. Zero carbon homes is an achievable standard that, until recently, was intended to be a national requirement within the Building Regulations.
- 3.5 Carbon neutral development is being sought elsewhere. The London Plan seeks zero carbon development for both residential and non-residential development, and this came into force on 1<sup>st</sup> October 2016. Southampton and Milton Keynes are also implementing policies requiring zero carbon

development (require partial offset on-site in tandem with planning contributions). Planning authorities in the West of England have recently commissioned a detailed report<sup>1</sup> which considers the costs and benefits of planning policies to reduce carbon emission with the intention to implement their own policies in the coming months.

- 3.6 In recognition of the Government's focus on avoiding burdens on small developers, in particular noting the possible viability issues, the new Local Plan does not seek zero carbon development on sites of fewer than 10 dwellings. Instead, requirements in line with the equivalent to the Code for Sustainable Homes Level 4 (19% improvement in emissions over the 2013 Building Regulations levels) are required. The proposed requirements have been subject to viability testing of the Local Plan and have not been found to have an adverse effect on overall development viability. The Inspector for the Local Plan has identified a range of main modifications to the plan, as reported to Policy Committee on 10<sup>th</sup> June, but the introduction of enhanced sustainability standards, including zero carbon homes, is not proposed for change.

#### 4. THE PROPOSAL

##### (a) Current Position

- 4.1 The existing Local Development Framework is currently supported by the Revised Sustainable Design and Construction SPD (July 2011). The general principles of the July 2011 SPD continue to apply, but the document lacks specific guidance to support proposed policies in the new Local Plan, particularly the zero carbon homes element of Policy H5: Housing Standards. Under policy H5, developers will be required to off-set all carbon emissions on-site and/or make a planning contribution towards off-setting remaining emissions. Given the scale of development in Reading up to 2036, achieving reductions in carbon emissions will not be possible without requiring new development to be built to challenging sustainability standards.
- 4.2 Policies CC2 and H5 in the new Local Plan increase requirements when compared with the existing Local Development Framework, and are stated below:

##### ***"CC2: SUSTAINABLE DESIGN AND CONSTRUCTION***

*Proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, will be acceptable where the design of buildings and site layouts use energy, water, minerals, materials and other natural resources*

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<sup>1</sup> Centre for Sustainable Energy, "Cost of Carbon Reduction in New Buildings"  
[https://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LP20162036/cost\\_of\\_carbon\\_reduction\\_in\\_new\\_buildings\\_report\\_publication\\_version.pdf](https://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LP20162036/cost_of_carbon_reduction_in_new_buildings_report_publication_version.pdf)

*appropriately, efficiently and with care and take account of the effects of climate change.*

*To meet these requirements:*

- All major non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Excellent' standards, where possible;*
- All minor non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Very Good' standard as a minimum;*
- All non-residential development or conversions to residential should incorporate water conservation measures so that predicted per capita consumption does not exceed the appropriate levels set out in the applicable BREEAM standard. Both residential and non-residential development should include recycling greywater and rainwater harvesting where systems are energy and cost effective."*

#### **"H5: STANDARDS FOR NEW HOUSING**

*New build housing should be built to the following standards:*

*[...]*

*c. All major new-build residential development should be designed to achieve zero carbon homes;*

*d. All other new build housing will achieve at a minimum a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations.*

*[...]"*

- 4.3 At this stage, the examination hearings for the Local Plan have taken place and the main modifications identified by the Inspector did not raise any issues with sustainable design and construction policies. The indications at this stage are that the Inspector's report will find the new Local Plan with the identified main modifications sound, including both policies CC2 and H5 as stated above.

(b) Option Proposed

- 4.4 Committee is recommended to approve the Draft Sustainable Design and Construction SPD for consultation. Appendix 1 contains a full draft of the SPD. Consulting on the document now, before adoption of the Local Plan, would enable the sustainability policies in the SPD to be implemented soon after adoption (anticipated for October).
- 4.5 Many general principles of sustainable design and construction are carried over from the existing SPD, namely dealing with waste reduction, energy

efficiency, trees and landscaping and sustainable drainage systems. The main substantive changes that have been proposed within the draft when compared with the July 2011 version are:

- As stated in the new Local Plan, all major new building housing will be built to a zero carbon homes standard. This means, as a minimum, a 35% improvement over the 2013 Building Regulations plus a contribution of £1,800 per tonne towards carbon offsetting projects within Reading (calculated as £60 per tonne over a 30 year period). Developers will be required to provide additional information as part of a Sustainability Statement that will enable planning officers to implement this policy. This is reflected in revised submission requirements outline in the draft SPD.
- The policy background has been updated to reflect changes to National Policy since the last SPD, including the withdrawal of the Code for Sustainable Homes and the revised National Planning Policy Framework.
- A number of additional amendments are made throughout the document to clarify, correct and amend elements of it, many of which are in response to changing technologies or new national planning guidance.

4.6 Monies generated by S106 payments could be used for local energy efficiency or carbon reduction projects. These may include low carbon heating, retro-fitting and renewable technologies for community building of social housing. This will be considered in more depth alongside a version of the SPD for adoption at a future meeting.

4.7 If agreed, a formal consultation led by the Council is expected to begin in late July and will last for a period of six weeks until early September. Responses received will be considered in preparing a final draft SPD for adoption, which is intended for the meeting of this Committee in November. The consultation will largely be based around making the document available for comment on the website. Public support for the general direction of the policies has already been established during consultations held during development of the new Local Plan.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 Adoption of the SPD will guide future development in a way that will contribute to achieving the Council's priorities as set out in the Corporate Plan (2018-2021)<sup>2</sup> through "keeping Reading's environment clean, green and safe."

5.2 This SPD and the subsequent implementation of the proposals set out in the new Local Plan will contribute to achieving Reading's Climate Change

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<sup>2</sup> [http://www.reading.gov.uk/media/4621/Shaping-Readings-Future----Our-Corporate-Plan-2018-21/pdf/FINALCorporate\\_Plan\\_2018\\_21webpub.pdf](http://www.reading.gov.uk/media/4621/Shaping-Readings-Future----Our-Corporate-Plan-2018-21/pdf/FINALCorporate_Plan_2018_21webpub.pdf)

Strategy (Reading Means Business on Climate Change 2013-2020)<sup>3</sup> which seeks to reduce Reading's carbon footprint by 34% by 2020 in comparison to 2005 levels, and the more recent declaration of a Climate Emergency, which will mean moving towards zero carbon by 2030.

- 5.3 Reading has a large proportion of older, largely private-sector housing stock with poor thermal comfort, an over-representation of vulnerable adults and levels of poverty significantly higher than the regional average, therefore a fund that will be focused on retrofitting such accommodation will have significant benefits in terms of Reading's carbon footprint.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The Council's consultation process for planning policy, as set out in the Statement of Community Involvement (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. Therefore, significant and wide-ranging community involvement exercises took place during development of the new Local Plan. This established support for the policies and the draft SPD simply outlines details for implementation.

- 6.2 Consultation is expected to last a period of six weeks as described in paragraph 4.8 above. The consultation will involve contacting all individuals and groups on our consultation lists, as well as publication on the website.

## **7. EQUALITY ASSESSMENT**

- 7.1 The Sustainability Appraisal of the Pre-Submission Draft Local Plan incorporates the requirement to carry out a screening stage of an Equality Impact Assessment. A full Sustainability Appraisal that examines the effects of each sustainable design and construction policy has already been completed as part of the Local Plan, and therefore additional Equality Impact Assessment is not required. It is not expected that there will be any significant adverse impacts on specific groups due to any of the protected characteristics.

## **8. LEGAL IMPLICATIONS**

- 8.1 Regulation 12 and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012 set out the requirements for undertaking consultation on Supplementary Planning Documents, which must last for a period of at least six weeks. Once the SPD is adopted by the Council, it will hold weight in the determination of planning applications for any development in the Borough.

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<sup>3</sup> <http://www.reading.gov.uk/media/1232/Climate-Change-Strategy/pdf/Climate-Change-Strategy.pdf>

## 9 FINANCIAL IMPLICATIONS

- 9.1 The SPD has been prepared within existing budgets.
- 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.
- 9.3 The implementation of proposals within the SPD will require additional officer time in order to properly assess Sustainability Statements and achieve zero carbon homes on major residential development sites. However, this is expected to be managed from existing budgets.
- 9.4 It has been considered whether implementation of the SPD may have an effect on house building in the Borough, including the Council's own housebuilding, due to the increased cost of compliance, particularly where zero carbon homes would apply (i.e. for major developments). The cost of compliance is not expected to be significant<sup>4</sup>. The viability testing of the Pre-Submission Draft Local Plan concluded that the policies of the local plan, including the requirement for Zero Carbon Homes within H5, would not detrimentally affect the viability of development. Additionally, it is likely that the costs of compliance will fall steadily over time as technologies are improved, and the costs of running properties will be significantly reduced. It is also important to note that any costs would not be a consequence of the SPD, because the decision to apply zero carbon homes was made as part of the Local Plan, the Pre-Submission version of which was agreed by this committee on 22<sup>nd</sup> November 2017. The SPD merely sets out some of the detail for its implementation.
- 9.5 It is anticipated that planning contributions collected through implementation of policy H5 will generate some funding for carbon offsetting within the Borough. This is estimated to be a modest amount, but could contribute to existing Council programs, for instance RBC Housing's Winter Watch programs.

### Value for Money (VFM)

- 9.5 The preparation of a new SPD will ensure that development is appropriately guided and that significant environmental effects are minimised. Production of the SPD, in line with legislation, national policy and best practice, therefore represents good value for money.

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<sup>4</sup> For example, in 2014 the London Housing Standards Review by the Greater London Authority determined the cost of Zero Carbon Homes compliance to be an additional 1 - 1.4% of base build cost and the viability assessment concluded that this did not represent a significant determinant to viability and delivery of housing. This aligns with the conclusions made by the viability assessment performed on our own Pre-submission Draft Local Plan.

## Risk Assessment

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

### **BACKGROUND PAPERS**

- Planning and Compulsory Purchase Act 2004
- Localism Act 2011
- The Town and Country Planning (Local Planning) (England) Regulations 2012
- National Planning Policy Framework
- Reading Borough Council Submission Draft Local Plan
- Carbon Offset Funds, Mayor of London (October 2018)



## **APPENDIX 1: DRAFT SUSTAINABLE DESIGN AND CONSTRUCTION SUPPLEMENTARY PLANNING DOCUMENT**

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# 1 INTRODUCTION

## Background

- 1.1 As a result of increasing atmospheric concentrations of carbon dioxide and other greenhouse gases from the burning of fossil fuels and land use changes, the Earth's climate is changing and is expected to continue to change over this century and beyond.
- 1.2 The Earth's cities are becoming the dominant population centres. Greater Reading hosts approximately 4% of the UK population. The design and construction of the built environment is highly significant in the determining impact that the residents of Reading will have on the local and global environment.
- 1.3 Reading has set out its commitment to become a zero carbon city by 2050. It also needs to consider carefully how it adapts to a changing climate, the impact that its built space has on its own natural resources and habitats as well as pollution of its ground, water and air.
- 1.4 The National Planning Policy Framework (NPPF) states in Paragraph 148:

“The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure”.<sup>1</sup>
- 1.5 It is vital that residential and non-residential schemes are built in a way that minimises their use of energy and harmful emissions, reducing and mitigating other environment impacts.
- 1.6 Everyone has a role to play in achieving the objectives of minimising pollution. This includes reducing carbon dioxide emissions, other greenhouse gases and ensuring our lifestyles are as sustainable as possible. The design of the built environment has a significant role to play in the impact that individuals have.
- 1.7 There is a clear role, and indeed expectation, within national planning policy for planning to contribute towards achieving environmental objectives.
- 1.8 This SPD therefore explains planning requirements with regard to energy, climate change, water management and waste reduction. It is intended to supplement the policies of the Local Plan, particularly:
  - CC2: Sustainable Design and Construction
  - CC3: Adaptation to Climate Change
  - CC4: Decentralised Energy
  - CC5: Waste Minimisation and Storage
  - EN18: Flooding and Drainage

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<sup>1</sup> National Planning Policy Framework, Ministry of Housing, Communities and Local Government (July 2018).  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

- H5: Housing Standards

### **Reading Borough Council's Sustainability Aims**

- 1.9 Reading Borough Council is committed to working with the local community and businesses to respond to the challenges of climate change by reducing greenhouse gas emissions and preparing for the changes that climate change will bring.
- 1.10 Reading Borough Council's Climate Change Strategy entitled 'Reading Means Business on Climate Change - Reading's Climate Change Strategy 2013 - 2020' sets out a vision that

*'Reading's thriving network of businesses and organisations will be at the forefront of developing solutions for reducing carbon emissions and preparing for climate change. Low carbon living will be the norm in 2050.'*

The strategy sets a target of reducing the Borough's carbon footprint in 2020 by 34% compared with 2005 levels. Reading is a signatory to UK100 'aiming to have 100% clean energy by 2050'. Reading's next climate change strategy is due in 2020. Two core elements will be incorporated: 1. a zero carbon Reading (reducing the emissions of green-house gases to net zero), and 2. adapting to the future climate.

### **Aim of this SPD**

- 1.11 This SPD is intended to guide developers and decision-makers on the implementation of key sustainability policies set out in the Reading Local Plan, namely CC2-CC5, EN18 and H5. It will be a material consideration in the determination of planning applications.
- 1.12 This document also brings together relevant national guidance. It provides practical advice on forms of sustainable design and construction, as well as waste minimisation that will meet these policy requirements. It also details how policies will be applied. This should assist applicants in ensuring that the relevant information is submitted at the appropriate stage of the application and development process.

### **Context within Reading Borough**

- 1.13 Reading's vision is to be a dynamic and inclusive community of the 21<sup>st</sup> Century and an internationally recognised economic centre. The town as a whole will be clean and healthy, with a strongly sustainable approach to development including innovative approaches to energy provision.
- 1.14 Reading is an area of high growth and high demand for development. The Reading Local Plan proposes a significant amount of new development but on the basis that it is sustainable and that it mitigates any impacts, including additional CO<sub>2</sub> emissions arising from such development. Achieving high standards of sustainable design and construction is therefore an essential component of new development in the Borough.

### **Weight of this SPD**

- 1.15 As an adopted supplementary planning document (SPD) which supplements policies in the Local Plan, this document is a material consideration in the determination of

planning applications. This guidance replaces the previous Sustainable Design and Construction Supplementary Planning Document adopted on 11<sup>th</sup> July 2011.

### **Consultation**

- 1.16 This Draft Sustainable Design and Construction SPD has been published for public consultation. This consultation will include statutory bodies, business organisations, community and voluntary groups, adjoining authorities, infrastructure providers and interested individuals. The policies supported by this SPD were consulted upon extensively during the production of the Local Plan. As the Local Plan is not yet adopted, we are consulting on the basis that it will adopted as to include the sustainability policies listed in section 1.8 above. Any changes required as a result of the Inspector's report on the Local Plan will be made, as needed.
- 1.17 Your representations on the Draft Sustainable Design and Construction SPD are welcomed. Please send any comments by 5 pm on Friday 3rd May to

[planningpolicy@reading.gov.uk](mailto:planningpolicy@reading.gov.uk)

Planning Policy Team  
Planning Section  
Reading Borough Council  
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## 2 POLICY BACKGROUND

### National Planning Policy Framework

- 2.1 National planning policy is giving increasing emphasis and weight to addressing sustainability, carbon reductions, climate change and waste reduction. The National Planning Policy Framework (NPPF)<sup>2</sup> states that the planning system plays an important environmental role by helping to use natural resources prudently, minimising waste and pollution and mitigating and adapting to climate change through moving to a low carbon economy.
- 2.2 Paragraphs 148 to 165 detail measures that local planning authorities should take to support a move to a low carbon future. These include planning for new development in locations and ways which reduce greenhouse gas emissions and actively supporting energy efficiency improvements to existing buildings. In determining planning applications, local planning authorities should expect new development to:
- comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
  - take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 2.3 To help increase the use and supply of renewable and low carbon energy, local planning authorities should have a positive strategy to promote energy from renewable and low carbon sources. Policies should be designed to maximise renewable and low carbon energy development, while ensuring that adverse impacts (including visual impacts) are addressed satisfactorily.
- 2.4 When determining planning applications, local planning authorities should not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy. Local planning authorities should approve applications where impacts are or can be made acceptable.
- 2.5 National planning policy reflects the Climate Change Act 2008<sup>3</sup> which sets legally binding reduction targets for greenhouse gas emissions (at least 34% by 2020 and at least 80% by 2050).

### Planning Practice Guidance

- 2.6 The Government's planning guidance on renewable and low carbon energy<sup>4</sup> identifies specific planning considerations:
- Local planning authorities are responsible for renewable or low carbon energy development of 50 megawatts or less installed capacity.
  - Microgeneration is often permitted development and therefore may not require planning permission.

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<sup>2</sup>National Planning Policy Framework, Ministry of Housing, Communities and Local Government (July 2018). [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/740441/National\\_Planning\\_Policy\\_Framework\\_web\\_accessible\\_version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf)

<sup>3</sup> <https://www.legislation.gov.uk/ukpga/2008/27/contents>

<sup>4</sup> <https://www.gov.uk/guidance/renewable-and-low-carbon-energy>

- Although the NPPF explains that communities must increase the use and supply of low carbon energy, this does not mean that the need for this development overrides environmental protections and the planning concerns of local residents.
- Local planning authorities should consider
  - A range of technologies and the policies needed to encourage their development in the right places;
  - The falling costs of these technologies, increasing their attractiveness;
  - The impacts of different technologies on the places in which they would be located; and
  - There is no specific quota of renewable and low carbon energy that must be delivered by the Local Plan.
- Local planning authorities may wish to establish policies which give positive weight to those projects led by the local community.
- Particular renewable energy technologies have different site considerations. For example:
  - For biomass, appropriate transport links;
  - For hydro-electric power, sources of water;
  - For wind turbines, predicted wind resource.
- Cumulative impacts of development require particular attention, for example that of wind turbines or solar farms on landscape and local amenity. Protecting local amenity should be given proper weight in planning decisions.

2.7 The suitability of particular sites should be considered in terms of their ability to provide local clean energy. This should consider national grid constraints, transmission losses and other environmental and technical constraints. Local energy is always preferred over remotely generated energy.

### **Reading Climate Change Strategy**

- 2.8 Reading's Climate Change Strategy 2013 - 2020, "Reading Means Business on Climate Change"<sup>5</sup> sets a target of reducing the carbon footprint of the borough by 34% in 2020 compared with levels in 2005. This will require a reduction of around 7% annually. Of the strategic priorities identified, the following are relevant to planning policy:
- Energy supply - reduce electricity consumption, develop heat supply networks to deliver low carbon heat in Reading and increase the amount of energy generated locally using renewable technologies;
  - Low carbon development - buildings in Reading to be built to high standards of energy efficiency incorporating on-site renewable energy where possible, retrofit energy efficiency measures into Reading's buildings, minimise the 'embodied carbon' incorporated in construction projects and continue to develop planning policies that support the reduction of greenhouse gas emissions directly and indirectly from the Borough and reduce the risks of climate change to the communities of Reading;
  - Natural environment - improve the quality and connectivity of natural habitats;
  - Water supply and flooding - Manage demand for and supply of water to reduce the expected impact of water shortages on consumers and on wildlife and reduce the risk of damage due to flooding;

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<sup>5</sup> <http://www.reading.gov.uk/media/1232/Climate-Change-Strategy/pdf/Climate-Change-Strategy.pdf>

- Transport - develop a transport infrastructure which supports more low carbon travel options for people in Reading and encourage non-car travel for all sectors of the population; and
- Purchasing, supply and consumption - reduce waste by supporting the re-use and repair of products and materials.

### **Reading Local Plan**

- 2.9 The Submission Draft Local Plan was submitted to the Secretary of State in March 2018 and is expected to be adopted in 2019. One of the main objectives of the new Local Plan is to ensure new development and existing areas are sustainable, including reducing its effects on and adapting to climate change. The Local Plan requires development to both adapt to a changing climate and mitigate the worsening effects of climate change.
- 2.10 The following policies are the main policies supplemented by this document (full policy text is included in Appendix 3):

- CC2: Sustainable Design and Construction

This policy seeks improved sustainability performance of buildings by setting out BREEAM requirements for non-residential developments conversions to residential. It also sets out the general principles of sustainability in new development that applies to both residential and non-residential uses. Requiring the specified BREEAM levels will significantly contribute to achieving Reading's emissions targets, as well as mitigating the effects of climate change.

- CC3: Adaptation to Climate Change

This identifies measures including building orientation, shading, heating, ventilation, green or brown roofs and walls, planting and surface water run-off to deal with the effects of climate change. Where these measures are not appropriately incorporated, planners will consider whether or not this is a reason for refusal. This policy will ensure that development within the Borough is resilient in the face of climate change.

- CC4: Decentralised Energy

This policy requires developers to consider inclusion of decentralised energy infrastructure, increasing the amount of decentralised energy provision in the Borough. This will help to achieve a shift to sustainable energy consumption and production and covers a wide range of technologies that reduce dependence on a centralised network or grid.

- CC5: Waste Minimisation and Storage

This policy requires developers to identify measures to minimise the generation of waste and to handle waste appropriately during the lifetime of a development. It will help to achieve the aims of the Council's Waste



Minimisation Strategy<sup>6</sup>, as well as to comply with national policy, such as the Landfill Directive<sup>7</sup>.

- EN18: Flooding and Sustainable Drainage Systems

This policy directs development away from areas that are liable to flood. In areas of lower risk, development may move forward if it passes the exception test in the NPPF. It also requires major developments to incorporate Sustainable Drainage Systems (SuDS). This policy will help to protect people and property from flooding.

- H5: Standards for New Housing

This policy outlines standards for new-build housing, including those for sustainable design and construction. All new-build housing must be built to the higher water efficiency standard under the Building Regulations. All major new-build residential should achieve zero carbon homes and all other new-build housing must achieve a minimum 19% improvement over the 2013 Building Regulations target. This policy will help to deliver high-quality new homes and achieve Reading's emissions targets, as well as mitigate the effects of climate change.

2.11 The following policies provide further guidance to sustainable design and construction, but are not considered to be directly supplemented by this document:

- CC1: Presumption in Favour of Sustainable Development

This policy ensures that planning decisions are taken in line with the Government's presumption in favour of sustainable development as articulated in the NPPF. It ensures that a positive approach is taken when considering development proposals in order to improve the economic, social and environmental conditions in the area.

- CC9: Securing Infrastructure

This policy ensures that development proposals mitigate all relevant impacts in order to ensure that they are sustainable. It will help to infrastructure, services and facilities according to the priorities stated in the policy.

- EN16: Pollution and Water Resources

This policy prevents harmful development and mitigates the impacts of potentially polluting developments. It will ensure that damage to Reading's environment is avoided.

2.12 Applicants will be expected to adapt design and construction in order to make sustainability measures viable. If compliance cannot be achieved, applicants will need to demonstrate why not and will be expected to install the proportion of

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<sup>6</sup> [http://www.reading.gov.uk/media/4418/Waste-Minimisation-Strategy-2015---2020/pdf/HNL\\_15th\\_March\\_WMStrategy\\_Revision\\_Appendix\\_B.pdf](http://www.reading.gov.uk/media/4418/Waste-Minimisation-Strategy-2015---2020/pdf/HNL_15th_March_WMStrategy_Revision_Appendix_B.pdf)

<sup>7</sup> [http://ec.europa.eu/environment/waste/landfill\\_index.htm](http://ec.europa.eu/environment/waste/landfill_index.htm)

measures that are viable. Applicants must demonstrate that all options have been explored. In many cases, whole-life considerations may justify capital costs at the time of construction. For example, installation of energy-efficient technologies will likely decrease the electricity and gas costs for users over the lifetime of the development.

- 2.13 Planning practice guidance emphasises whole-plan viability testing rather than the testing of development schemes individually:

“Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the applications stage”.<sup>8</sup>

- 2.14 The Local Plan was subject to a whole plan viability test which concluded that all of the requirements in the Local Plan (including sustainable design and construction and housing standards) do not present a burden to developers that will stifle development.

### **Recent Changes to National Policy**

- 2.15 The Secretary of State for Communities and Local Government used a Ministerial Statement in March 2015 that changed and rationalised the way planning policies should seek specific standards in new housing. It removed the Code for Sustainable Homes and introduced new additional optional Building Regulations on water and access, and a new national space standard.

- 2.16 The Revised National Planning Policy Framework<sup>9</sup> was published in July 2018 along with a Government response<sup>10</sup> to accompany the revised NPPF. The Revised NPPF continues a commitment that Local Plans will support the transition to a low carbon future by planning for new development which reduces greenhouse gases.

- 2.17 The Government’s Response to the Draft Revised NPPF consultation states<sup>11</sup>:

“To clarify, the Framework does not prevent local authorities from using their existing powers under the Planning and Energy Act 2008 or other legislation where applicable to set higher ambition. In particular, local authorities are not restricted in their ability to require energy efficiency standards above Building Regulations. The Government remains committed to delivering the clean growth mission to halve the energy usage of new buildings by 2030.” (pp 48)

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<sup>8</sup> Paragraph 57, National Planning Policy Framework, Ministry of Housing, Communities and Local Government (July 2018).

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/740441/National\\_Planning\\_Policy\\_Framework\\_web\\_accessible\\_version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf)

<sup>9</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/740441/National\\_Planning\\_Policy\\_Framework\\_web\\_accessible\\_version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf)

<sup>10</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/728498/180724\\_NPPF\\_Gov\\_response.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728498/180724_NPPF_Gov_response.pdf)

<sup>11</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/728498/180724\\_NPPF\\_Gov\\_response.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728498/180724_NPPF_Gov_response.pdf)

### 3 SUBMISSION REQUIREMENTS

3.1 Applicants need to demonstrate how they will comply with the relevant policies in the Local Plan. This section outlines what information is required to be submitted at the pre-application stage, at application stage, and what aspects might be considered later by condition.

3.2 To comply with the relevant policies and standards on energy, a combination of measures including those for energy efficiency, energy conservation and inclusion of renewable or low carbon sources should be considered.

3.3 Sustainability Statements typically require the developer to take consideration of all aspects of development form which can contribute to securing high standards of sustainable development, including but not limited to:

- Energy efficiency of the building;
- Water conservation;
- Flood risk and drainage strategy;
- Community impacts;
- Transport;
- Health and Wellbeing including day-lighting analysis and thermal comfort;
- Material usage, responsible sourcing and environmental impact;
- Pollution issues, low NO<sub>x</sub>, low global warming potential (GWP), reducing need for mechanical cooling;
- Ecological aspects to enhance the proposed developments for flora and fauna; and
- Best practice management of the site<sup>12</sup>.

3.4 Energy Statements demonstrate how the energy related aspects of the proposed development actually meets the requirements of local planning policy and BREEAM energy and emissions standards. An energy statement would typically include the following information:

- Energy efficiency of the building;
- Baseline annual predicted energy demand of the development (regulated and unregulated);
- Baseline annual predicted carbon emissions of the development (regulated and unregulated), the Target Emission Rate (TER);
- The contribution of each proposed renewable energy technology;
- Cost information of technically feasible low or zero carbon renewable technologies, including combined heat and power;
- Feasibility of district or community heating;
- Summary of the benefits of various energy technologies;
- The total estimated reduction in the development's baseline carbon and/or energy emissions<sup>13</sup>.

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<sup>12</sup> <https://www.energycouncil.co.uk/energy-sustainability-statements.html>

<sup>13</sup> <https://www.energycouncil.co.uk/energy-sustainability-statements.html>

**Table 3.1: Required level of sustainability standard**

	Size of Development	Required Standard
<b>New build residential</b>	Minor (fewer than 10 dwellings)	19% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations
	Major (10 dwellings or more)	Zero Carbon (or if unachievable, a minimum 35% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations and planning contribution to offset remaining carbon emissions to zero)
<b>Creation of new residential units through conversion from other uses and/or major refurbishment</b>	Minor (fewer than 10 dwellings)	BREEAM 'Very Good'
	Major (10 dwellings or more)	BREEAM 'Excellent'
<b>Non-residential development (including development for non-C3 residential)</b>	Minor (less than 1,000 sq. m of floorspace)	BREEAM 'Very Good'
	Major (1,000 sq. m of floorspace or more)	BREEAM 'Excellent'
<b>Non-residential refurbishment (including refurbishment for non-C3 residential)</b>	Minor (less than 1,000 sq. m of floorspace)	BREEAM 'Very Good'
	Major (1,000 sq. m of floorspace or more)	BREEAM 'Excellent'

Additional information:

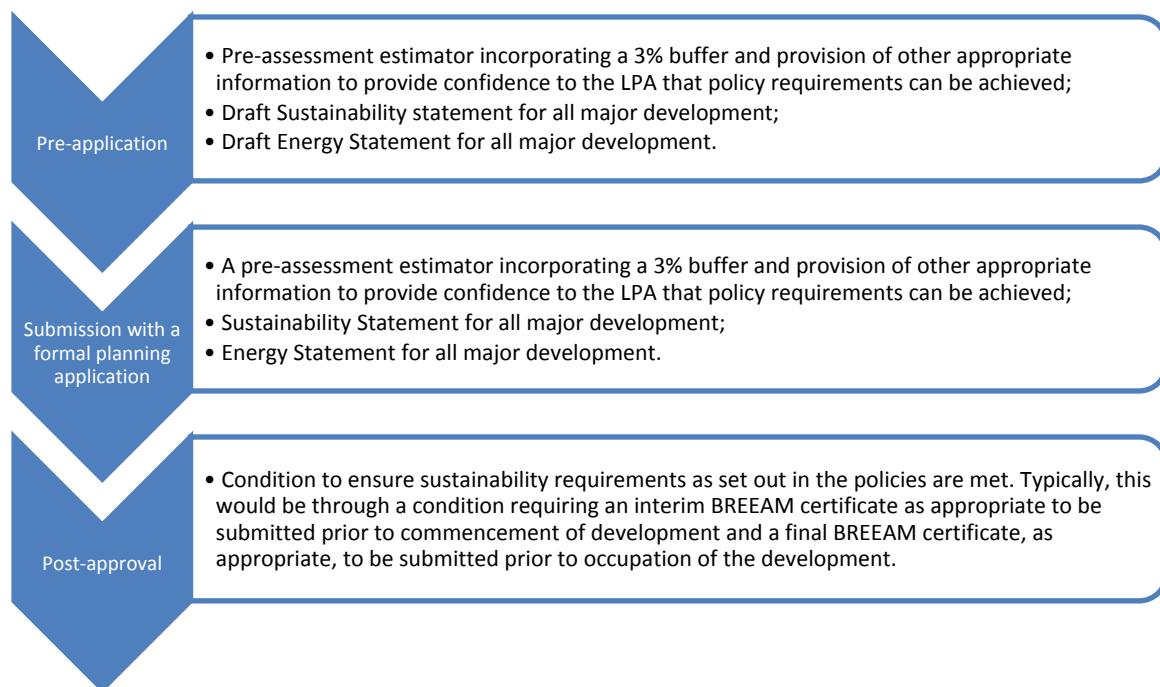
- For mixed-use development, depending on the specific mix, a combination of standards may be sought.

- Applications for change of use may fall to be considered as refurbishment depending on the level of internal alterations proposed. The appropriate approach with regards to sustainability will be considered on a case by case basis.

### Non-Residential Development

- 3.5 The Building Research Establishment's Environmental Assessment Method is known as BREEAM Standards and is the most widely recognised method of assessing the environmental quality of building design. The Local Plan requires BREEAM standards to be achieved for non-residential development, non-C3 forms of development such as student accommodation or residential care, and conversion to residential.
- 3.6 Experience has shown that once the final details of a scheme are established, in virtually all cases credits will be dropped during the process of design and construction. This could mean that the proposal fails to comply with the policy requirements and is therefore important to incorporate a 'buffer' into the pre-assessment estimator. A 'buffer' is an over allowance of credits or contingency. This is designed in at the pre-assessment stage to ensure that if some aspects of the design cannot be achieved and credits are dropped once progression is made to later stages of the design and construction of the development, the BREEAM level set out initially is achieved. The 'buffer' is important to ensure the development as built complies with local plan policies. A 3% buffer should be included in the pre-assessment estimator.

**Table 3.2: Summary of BREEAM submission requirements at each stage of application process**

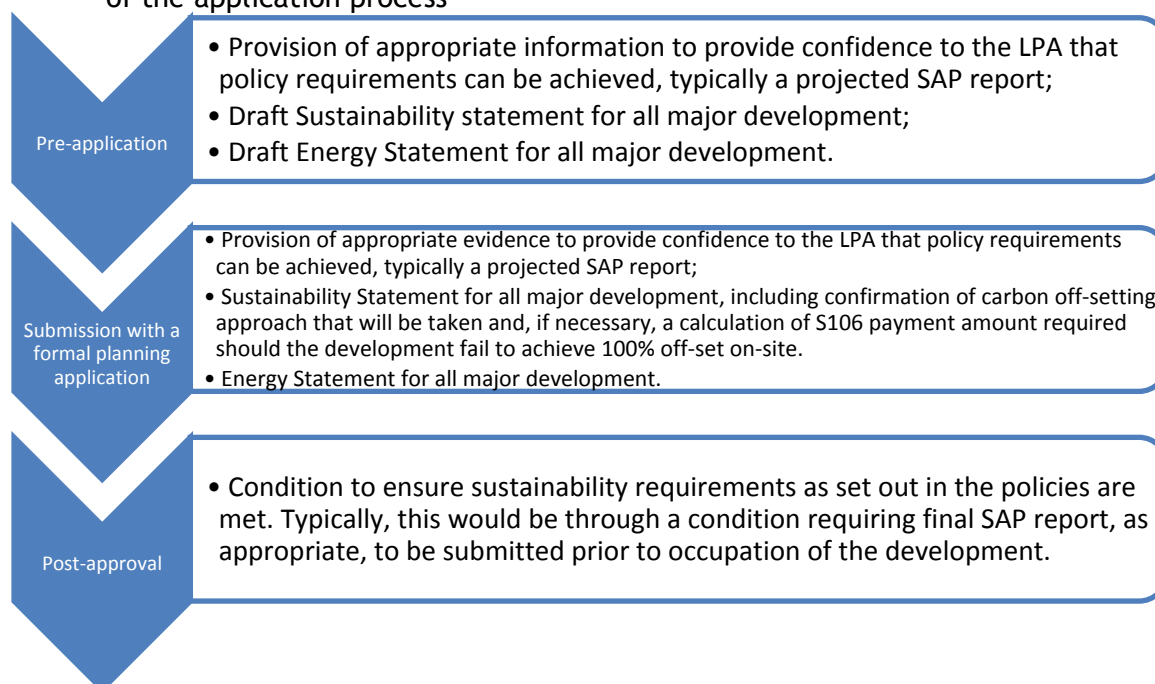


### Residential Development

- 3.7 For residential development of ten dwellings or more, the Local Plan requires Zero Carbon development. If carbon neutral development is not achievable, this will mean a minimum 35% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations, and financial

contributions through a Section 106 agreement to offset remaining carbon emissions to zero.

Table 3.3: Summary of Zero Carbon Homes submission requirements at each stage of the application process



3.8 All major new-build residential development (10 dwellings or more) should be designed to achieve zero carbon homes. All other new building housing will achieve at a minimum a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations. Zero carbon homes is an achievable standard that, until recently, was intended to be a national requirement in the Building Regulations. It is RBC's policy to continue applying these requirements through planning policy until such time as the Government updates the Building Regulations to require equivalent sustainability standards.

3.9 Where possible, new build residential of ten or more dwellings will achieve true carbon neutral development on-site. If this is not possible, it must achieve a minimum of 35% improvement over the Target Emissions Rate over the 2013 Building Regulations, plus a Section 106 contribution of £1,800 per remaining tonne towards carbon offsetting within the Borough (calculated as £60/tonne over a 30 year period). £60 per tonne of carbon is a nationally-recognised price of carbon and reflects the amount established by the Zero Carbon Hub<sup>14</sup>. Based on a review of other Local Planning Authorities (LPA) carbon pricing<sup>15</sup>, £60 is the amount used by a majority of LPAs and is lower than the £95/tonne proposed in the new draft London Plan<sup>16</sup>. The following calculation should be used to determine contribution:

$$\begin{array}{ccccc}
 \text{(Target Emissions Rate)} & - & (35\% \text{ CO}_2/\text{m}^2/\text{yr.}) & = & (65\% \text{ CO}_2/\text{m}^2/\text{yr.}) \\
 \downarrow & & \downarrow & & \downarrow
 \end{array}$$

<sup>14</sup> Next Steps to Zero Carbon, DCLG, 2013. <https://www.gov.uk/government/consultations/next-steps-to-zero-carbon-homes-allowable-solutions>

<sup>15</sup> [https://www.london.gov.uk/sites/default/files/london\\_carbon\\_offset\\_price\\_-\\_aecom\\_.pdf](https://www.london.gov.uk/sites/default/files/london_carbon_offset_price_-_aecom_.pdf)

<sup>16</sup> <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/download-draft-london-plan-0>

As detailed in the  
2013 Building  
Regulations

Required on-site  
improvement over the  
2013 Building  
Regulations

Offset through  
Section 106  
contribution

For example:

For a recent example of a 68m<sup>2</sup> mid-floor flat:

TER as defined in the Building Regulations 2013 (fuel factor = 1.0)	16.10 kg CO <sub>2</sub> /m <sup>2</sup> /yr.
35% of TER improvement required on-site	5.635 kg CO <sub>2</sub> /m <sup>2</sup> /yr.
65% of TER to be offset through S106 contribution	10.465 kg CO <sub>2</sub> /m <sup>2</sup> /yr.
(65% of TER) x total square metres = total excess CO <sub>2</sub> emissions annually	711.62 kg CO <sub>2</sub> /yr. = 0.71162 tonnes CO <sub>2</sub> /yr.
Annual excess CO <sub>2</sub> emissions x £1800 = S106 contribution	<b>£ 1280.916</b>

- 3.10 This means that in most cases, the assessment required to satisfy the Part L of the Building Regulations will need to be carried out at the application stage, rather than afterwards. Contributions will be secured through a S106 agreement and will be due upon first occupation.
- 3.11 Contributions will be ring-fenced for energy-efficiency improvements or renewables projects within the Borough. This may include (but is not limited to):
- Visits from energy advice officers;
  - Free energy-efficient lightbulbs;
  - Subsidised loft and cavity wall insulation;
  - Boiler cash-back scheme for replacement of inefficient boilers with higher rated boilers; and
  - Draught proofing.
- 3.12 Projects funded through the offset fund cannot also be listed on the CIL 123 List, as they are not 'infrastructure' in the sense covered by CIL<sup>17</sup>. Projects funded by the offset fund should emphasise energy efficiency improvements and should maximise co-benefits, such as alleviating fuel poverty, reducing energy bills, improving air quality, providing heat for vulnerable residents, increasing the efficiency of public sector buildings and reducing operations costs.

### Explanation of Detail Required at Each Stage of the Application Process

Pre-application

*Pre-assessment estimator*

- 3.13 The purpose of a pre-assessment estimator is the help provide confidence to the LPA that the requirements of the Local Plan have been considered and can be met. Pre-assessment estimators are typically completed prior to the final details of the

<sup>17</sup> [http://www.reading.gov.uk/media/6385/Community-Infrastructure-Levy-Regulation-123-List/pdf/Approved\\_Regulation\\_123\\_List\\_March\\_2017.pdf](http://www.reading.gov.uk/media/6385/Community-Infrastructure-Levy-Regulation-123-List/pdf/Approved_Regulation_123_List_March_2017.pdf)

scheme being established. Where an applicant for minor development does not feel they would be in a position to submit a pre-assessment estimator, it would be the applicant's responsibility to provide alternative information to the LPA so the decision-maker can be confident that the requirements will be met. However, a pre-assessment estimator is the recommended approach for all applications which require a BREEAM assessment as specified in table 3.2.

- 3.14 The response to any pre-application enquiry will be made on the basis of the information provided and if this changes then those comments may not still be relevant.
- 3.15 It will not be sufficient to submit a pre-assessment estimator achieving the bare minimum, then compliance subsequently being lost before occupation with applicants relying on the fact that they have tried and then found that costs exceed previous expectations. Full compliance with the policy requirements is expected in all cases.

*Draft Sustainability Statement at pre-application stage*

- 3.16 Draft Sustainability Statements typically require the developer to consider all aspects of development form which can contribute to securing high standards of sustainable development. Planning applications should be accompanied by the Sustainability Statement based on the sustainability checklist. In Reading the requirements of the Sustainability Statements should follow as appropriate one or both of the sustainability checklists included in Appendix 1 of this document. These checklists have their requirements based on the BREEAM standards but are not a complete repetition of these requirements. They are intended to help provide pointers as to the types of considerations that the development should be taking into account in order to achieve the relevant standards to comply with policies in the Local Plan.
- 3.17 The Sustainability Statement should focus on the questions posed in the relevant checklist. Completion of a Sustainability Statement helps to demonstrate the applicant's commitment to sustainable design and construction.
- 3.18 This should be submitted, preferably at the pre-application stage to help applications focus on and highlight the main sustainability achievements of their proposal. Consideration at the pre-application stage will help applicants focus on the fact that sustainability measures should not be 'bolted on' or incorporated retrospectively to an existing design, but in order to be as successful as possible, must emerge as part of the design process.
- 3.19 This will also help ensure that sustainability measures are as cost effective as possible. By retrofitting such measures, there is a significant risk that the cost could substantially increase, raising the likelihood of not being able to achieve proposed measures.<sup>18</sup>

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<sup>18</sup> Unless it can be demonstrated that sustainability measures have been incorporated into the design of the building from the outset, substantially less weight will be given to any viability information submitted, attempting to justify a development's failure to comply with policies CC2 or H5 of the Local Plan and other relevant policy. However, the expectation will be that the requirements of CC2 or H5 are non-negotiable.



- 3.20 Whilst pre-application enquiries will be considered without a Sustainability Statement accompanying the submission, it is very much in the applicant's interest to submit a statement and ensure it is considered at this stage.

#### *Draft Energy Statement*

- 3.21 An Energy Statement should be submitted with all major developments. The Energy Statement demonstrates how the energy related aspects of the proposed development actually meets the requirement of policies CC2, CC4 and H5. The Energy Statement provides the specification for meeting the required energy targets including a calculation of the carbon emissions for a development. These shall be calculated as detailed in part L of the building regulations and the relevant BREEAM Standard or Zero Carbon Homes, where required. The Energy Statement should explain how the carbon dioxide reductions will be achieved and importantly, which renewable energy technologies/low carbon energy sources have been considered and dismissed, clearly explaining the reasons for this. The Energy Statement should also state the S106 contribution required to achieve zero carbon homes according to the calculations in the next section.
- 3.22 The Energy Statement will help demonstrate to the Council that thought has been given to how the energy reductions required to meet the BREEAM requirements will be achieved. Clear consideration of these details at the stage can help ensure the applicant can build the proposal in the way intended without issues over sustainability aspects arising later. This could result in the design having to be reconsidered, which would have clear cost implications.
- 3.23 A draft Energy Statement should be submitted at the pre-application stage to demonstrate how energy will be considered and incorporated as part of the proposal. Omission of a draft Energy Statement will decrease the likelihood that a planning application will be approved at application stage.

#### **Submission with a formal planning application (including outline applications)**

##### *Pre-assessment estimator*

- 3.24 At the formal planning application stage, the LPA needs to be confident and have the evidence to demonstrate that any proposal being approved can actually meet the policy requirements of the Local Plan. As at the pre-application stage, a pre-assessment estimator is the recommended approach for all sizes of applications to accord with policies CC2 and H5 of the Local Plan. Again, where an applicant for minor development does not feel they would be in a position to submit a pre-assessment estimator or as-proposed SAP assessment, it would be the applicant's responsibility to provide alternative information to the LPA, in order to ensure that the LPA is confident that the requirements of CC2 and H5 can be met.

##### *Sustainability Statement at application stage*

- 3.25 For major applications, a Sustainability Statement based on a sustainability checklist should be submitted at the submission stage. Where no Sustainability Statement was submitted at the pre-application stage, it should still be submitted at the submission stage. Applicants should note that where a Sustainability Statement is produced only at the submission stage, it will be substantially harder to demonstrate that relevant sustainability measures have been incorporated into the design from the outset, given that by the time an application reaches formal

submission stage, considerable work has often already gone into the design of the application stage.

#### *Energy Statement at application stage*

- 3.26 The Energy Statement should be finalised by the application stage. As outlined above, the comments made in response to any pre-application enquiry will be given on the basis of the information provided at the pre-application stage, and if this changes, those comments may no longer be relevant. Pre-applicants may therefore wish to finalise their Energy Statement at the pre-application stage to avoid issues arising at the submission stage.
- 3.27 As with the Sustainability Statement, applicants should note that where an Energy Statement is not submitted at the pre-application stage, it will be substantially harder to demonstrate that relevant sustainability measures have been incorporated in to the design from the outset.<sup>19</sup>

#### *Post Approval Stage*

- 3.28 A condition/s will be attached to any permission granted requiring a BREEAM sustainability assessment and/or Final/As-Built Building Regulations Compliance Report. Typically this would be a condition requiring an Interim BREEAM Certificate or design stage SAP assessment to be submitted prior to commencement of development demonstrating that the development will be built in accordance with the pre-assessment estimator and meet the requirements of CC2 or H5. Additionally, it will require that a Final BREEAM Certificate and/or Regulations Compliance Report or as built SAP assessment is submitted prior to occupation of the development. This information will include final data on predicted carbon emissions from the building.
- 3.29 Development that fails to comply with a condition may not be considered to be lawful development and risks enforcement action.

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<sup>19</sup> Unless an appropriately completed Energy Statement has been completed and submitted with an application, it is unlikely to be possible to put forward a viability justification for failing to comply with relevant policy. The expectation will be that the requirements of policies CC2 and H5 are non-negotiable.

## 4 ENERGY EFFICIENCY

- 4.1 This section outlines some of the methods that may be used to meet the requirements of policies CC2-CC5, EN18 and H5. The elements listed below are not absolute requirements, but should nonetheless be considered by applicants.
- 4.2 Fabric improvements are much more likely to ensure long-term carbon reductions and are generally achieved at lower cost than on-site generation. Therefore, applicants should seek to improve fabric efficiency in the first instance.

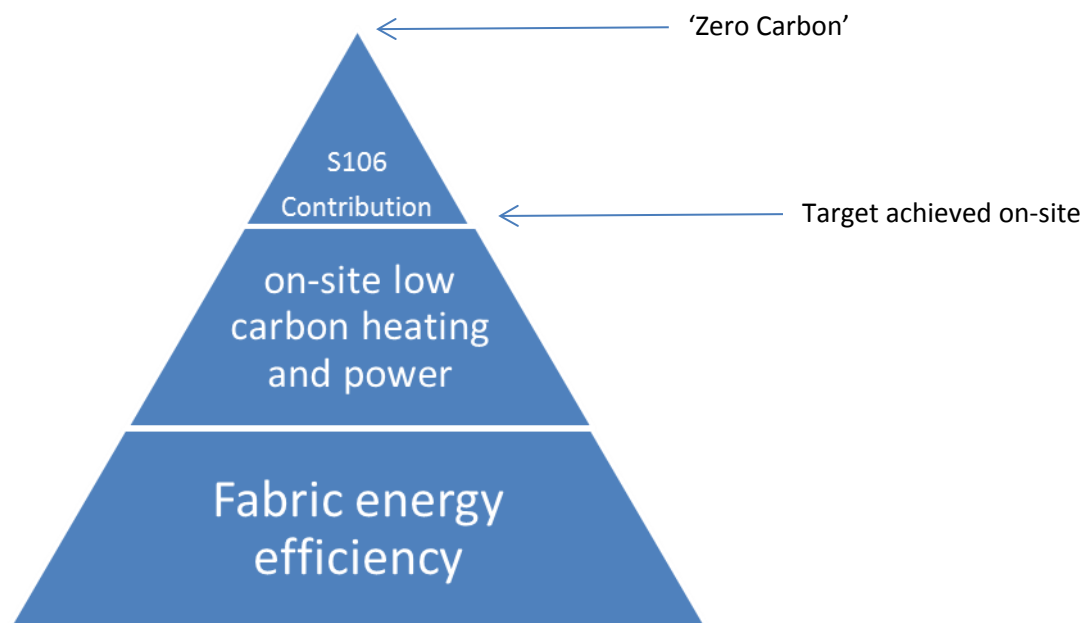


Figure 4.1

### Solar Gain

- 4.3 Passive and active solar gain can make a significant contribution towards the lighting and heating of a building. Different approaches to maximising passive and active solar gain are needed depending on the size and use of buildings. To maximise access to the sun, buildings should have their main elevations facing within 30° of due south (either to the east to maximise morning sunlight or to the west to maximise evening sunlight). A slight easterly orientation has advantages over a south-westerly position due to the fact that it maximises early morning light and heat gains while reducing the possibility of overheating on a summer afternoon. Main living or working spaces with maximum occupancy should be located on southerly facing elevations to make the best use of solar gain. Rooms with lower occupancy, such as toilets, cloakrooms and storage space that require less heating should be located on the northern side of the building. Rooms that contain machinery or equipment that generate heat should also be located on the northern sides of buildings. To minimise the requirements for additional space heating, elevations to the south should have increased areas of glazing compared to those facing north. Care must however be taken to prevent excessive solar gain with a building requiring the unnecessary use of energy to cool the internal environment. Carefully designed natural ventilation is important. Landscaping also has a role in energy efficiency.

### Natural Day Lighting

- 4.4 Coupled with solar gain, natural day lighting can reduce the energy demand for new buildings through the controlled entry of natural light through windows, skylights, atria, sun pipes and other building envelope components. The day lighting benefits of large areas of glazing need to be considered against the thermal and other properties of glazing.

#### **Natural Ventilation**

- 4.5 Maximum use of natural ventilation is appropriate in most circumstances and is a more sustainable option than air conditioning systems. The simplest method is to create opportunities for cross ventilation. Openings on opposite walls (or even adjacent walls) can draw air through a space. Windows should be openable, if possible, and trickle vents or other such devices should be installed to provide controllable background ventilation. Mechanical ventilation may be required to supplement natural ventilation but this can be very energy efficient, requiring only small levels of energy to run, yet achieve significant benefits in a development. Natural ventilation can also be achieved through the use of 'passive stack effect' and pressure differentials to bring cool fresh air from outside the building without the use of mechanical systems. Design should ensure that cool air is introduced in summer and warm air in winter in order to reduce heating and cooling loads.

#### **Thermal Mass**

- 4.6 The use of internally exposed thermally massive materials with a high specific heat capacity can have beneficial effects through their ability to absorb solar radiation received during the winter months and to store cool air absorbed during the night in the summer months. Generally, heavy materials such as stone and concrete have a high specific heat capacity whilst more lightweight materials such as wood have a lower specific heat capacity. Thermally massive materials should be internally located (i.e. inside the insulated layer) so that the internal air temperatures can benefit from the diurnal and inter-seasonal stabilising effects. Thermal mass located externally could be utilised to precondition incoming ventilation.

#### **Insulation**

- 4.7 To maximise energy efficiency the heat losses from the building envelope must be kept to a minimum with maximum air tightness. Heat loss can be prevented by applying high levels of insulation to the roof, walls and floors. Heat loss from windows can be further reduced through double or triple glazing, however, adequate ventilation without draughts is essential to avoid condensation problems.

#### **Green and Brown Roofs**

- 4.8 A green roof is a roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It may also include additional layers such as a root barrier and drainage and irrigation systems. Brown roofs work on the same concept but with a broken substrate, e.g. broken bricks replacing the organic growing medium. Green and brown roofs can also provide buildings with greater thermal mass, i.e. prevent heat loss in winter as well as keeping buildings cool in summer. They are therefore an important example of the kind of technique that can help with adaptation to climate change. They also provide important habitats for wildlife and reduce the speed at which rain water runs off buildings as the vegetation absorbs some rainwater.

### **Green walls and living walls**

- 4.9 A green wall is a wall, either free-standing or part of a building that is partially or completely covered with vegetation and, in some cases, soil or an inorganic growing medium. The vegetation for a green façade is always attached on outside walls; with living walls this is also usually the case, although some living walls can also be green walls for interior use.
- 4.10 Living walls may also be a means for water re-use. The plants may purify slightly polluted water (such as greywater) by absorbing the dissolved nutrients. Bacteria mineralise the organic components to make them available to the plants. Living walls are particularly suitable for cities, as they allow good use of available vertical surface areas. They are also suitable in arid areas, as the circulating water on a vertical wall is less likely to evaporate than in horizontal gardens. The living wall could also function for urban agriculture, urban gardening, or for its beauty. It is sometimes built indoors to help alleviate poor indoor air quality.

### **Landscaping and Energy Efficiency**

- 4.11 Landscaping should be carefully considered in the design of garden space. If solar gain is needed, any trees that need to be retained as part of the development should ideally be sited in relation to the development so that they are not overshadowing the new development.. However, planting can also help avoid overheating in the afternoon. If solar gain is not needed, trees can provide important cooling benefits and help a building to adapt to a warming climate. A careful balance must be struck between shading and solar gain.

### **Energy Efficient Appliances**

- 4.12 Appliances provide heat, light and other essential services and are major consumers of energy. The careful choice of appliances can reduce energy demand, and therefore costs, significantly. Domestic properties should as far as possible use the most energy efficient appliances, in particular energy and water efficient white goods.

## **5 CLIMATE CHANGE ADAPTATION**

5.1 In the UK the main impacts of climate change have been identified as:

- Warmer, wetter winters;
- Hotter, drier summers;
- Extreme rainfall events possibly happening more often;
- An increase in the frequency and intensity of extreme weather events;
- Rising sea levels;
- Possible intensification of the urban heat island effect; and
- Higher wind speeds.

In Reading, many residents already experience difficulty heating and cooling their homes. These issues may worsen with climate change. Adaptation measures will help to achieve Reading Borough Council's Corporate Plan aim of improving access to decent housing to meet local needs. This SPD will help to improve Reading's housing stock and make it fit for the future.

5.2 It is vital that the effects of climate change are considered over the lifetime of a development, especially with regard to its location and design. If they are not, then the long term sustainability and fitness for purpose of the development could be compromised.

5.3 Adaptation means altering lifestyles, communities, physical environment and infrastructure to respond to climate change. Adaptation often includes building up the capacity to adapt as well as minimising, adjusting to and taking advantage of the consequences of climatic change.

### **Contribution of Trees and Landscaping**

5.4 Trees and woodlands can provide a significant contribution to helping adapt to and minimise the impacts of climate change, through helping to reduce flood risk, improving air quality through absorption of vehicle emissions and providing wildlife corridors. They can help to dissipate the impact of heavy rainfall, reduce urban temperatures, and provide shade and protection against the detrimental effects of sunlight. The preference will be to, where possible, use large canopy species that provide more benefits for climate adaptation. There will also be a need to use tree species that can themselves adapt to changing climate conditions particularly the higher temperatures and potential drought conditions in summer.

5.5 Deciduous trees in particular are very beneficial. They allow sunlight to reach buildings during the cooler winter months and protect from sunlight (UV) and overheating during the warmer summer months. Species selection and siting should be carefully considered to maximise the ecosystem benefits of trees on a development site.

5.6 When combined with other measures, or integral, as part of sustainable urban drainage schemes, trees have a major role to play in both the development of green infrastructure and reduction of flood risk relating to new development, alongside other landscaping, such as green roofs.

5.7 A two pronged approach will be required. Firstly, applicants will be expected to demonstrate how their landscaping plan has taken into consideration the impacts of climate change with regards to their species selection, location of planting and in terms of the management of the landscaping. Secondly, applicants should ensure that trees and landscaping play a role in helping to mitigate the impacts of climate

change through integration of planting within SuDS provision as opposed to a separate provision, i.e. tree pits and landscape areas as attenuation features. This will require, for example, specific tree pit design, linked tree pits where feasible and linking of green roof runoff into tree pits. This will be expected as the default position and non-green SuDS provision only accepted where justified.

- 5.8 Development will not be permitted which would undermine current levels of soft landscape provision, particularly tree cover as this is likely to be damaging to climate change adaptation strategies. Conversely, the introduction of well-planned and well maintained urban tree cover can greatly increase the adaptive capacity and resilience of urban areas.

## **6 WATER MANAGEMENT**

### **Reducing consumption**

- 6.1 Water consumption in the South East has grown significantly in recent years and has the highest per capita consumption rate in the UK. The reasons for this growth in consumption include the greater use of water intensive white goods such as washing machines and the growth in the number of households. Furthermore, a significant part of the Reading area is at risk of flooding, being located within the floodplain. As such, it is important to improve efficiency in the use of water, conserve water supplies and minimise the risk of flooding.
- 6.2 The Government has set a small number of ‘optional’ national standards over and above the Building Regulations minima, which include water efficiency. Local Planning authorities can choose to apply the higher ‘optional’ standard in their area through incorporating a policy in a Local Plan. RBC has chosen to include the optional water efficiency standard in policy H5. For clarity, the higher water efficiency standard set out in the Building Regulations is 110 litres per person per day.<sup>20</sup>
- 6.2 Provision of water butts or community storage facilities to collect rainwater is a simple low cost measure. Where possible, roof areas should drain to a single down pipe supported by a water butt. Green roofs can help retain up to 60% of rainwater which is returned to the atmosphere via plants (evapotranspiration reducing the amount of water filling sewers and being processed). The remainder gently trickles off buildings and helps to prevent flash flooding. Untreated rainwater can be used for watering plants, gardens and topping up garden ponds. Rainwater should be treated using filtration if the water is used for toilet flushing or cleaning.
- 6.3 Buildings can be designed to allow recycling of grey water for purposes that do not require mains supplies such as flushing toilets and gardens/green space irrigation. It should be noted that the use of grey water for some non-potable uses such as washing up will normally require physical and chemical processes to ensure that they remove pathogenic micro-organisms.
- 6.4 Installing water saving devices can reduce consumption levels considerably. These include low flush toilets, aerating taps and low flow shower heads. Developers are encouraged to engage with water utility companies at the earliest opportunity in order to ensure that water and waste water provision is considered at an early stage in the design of development.

### **Sustainable Drainage Systems (SuDS)**

- 6.5 Implementation of the SuDS approach, as opposed to conventional drainage systems, provides several benefits, and is a requirement for major development. Appropriately designed, constructed and maintained SuDS can improve the sustainable management of water for a site by reducing peak flows to watercourses or sewers and potentially reducing the risk of flooding downstream, improve water quality by removing pollutants from diffuse sources and reducing potable water demand through rainwater harvesting.

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<sup>20</sup> Where references to the Building Regulations in the policy change, the requirement shall be taken to refer to the most up-to-date standard.



- 6.6 In the past, traditional drainage has contributed to habitat disruption and pollution. SuDS are made up of one or more structures built to manage surface water runoff and are a mandatory requirement for major development according to national guidance. Used in conjunction with good site management, these systems prevent flooding and pollution. SuDS should ensure that development does not result in any additional surface water run-off when compared to the site pre-development. SuDS improve water quality and can provide other social, environmental and economic benefits for residents and developers.
- 6.7 This SPD is not intended as a detailed design guide. Applicants should refer to the CIRIA SuDS Manual C753<sup>21</sup>.
- 6.8 All major developments must incorporate SuDS as appropriate (as outlined in Policy EN18: Flooding and Sustainable Drainage Systems of the Local Plan) and in line with the Government's Technical Standards<sup>22</sup>. Smaller schemes are encouraged to incorporate SuDS, where possible. SuDS must be integrated into designs from the beginning and early discussions with the Local Planning Authority are highly encouraged, as this can prevent issues during the application stage especially on large sites.
- 6.9 The Government's Technical Standards state minimum technical standards in terms of peak flow control, volume control and flood risk. SuDS should also contribute to biodiversity and create habitats that can be included as part of wider green infrastructure. Integrating SuDS should improve the visual quality of the area and increase amenity value. Opportunities to retro-fit SuDS into redevelopment of existing sites should be considered.

### **Permeable Surfaces**

- 6.10 In most types of concrete and paving, the stability of the surface is maintained by excluding water from the underlying soil. The vast area of impermeable surfaces created by modern development increases the water runoff and risk of surface water flooding. It may also add to problems of pollution downstream from urban areas. Permeable surfaces can resolve this issue. These are surfaces that water can pass through, such as gravel, reinforced glass and concrete that has been designed with a system of voids.
- 6.11 Permeable pavement is an alternative to conventional paving in which water filters through the paved structure rather than running off it. Both the surface and the subgrade need to be designed with this function in mind. Water may be allowed to infiltrate directly into the subsoil where conditions are suitable. Alternatively, it can be held in a reservoir structure under the paving for re-use, infiltration or delayed discharge.

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<sup>21</sup> A free copy of the manual is available for download at [https://www.ciria.org/Resources/Free\\_publications/SuDS\\_manual\\_C753.aspx](https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx)

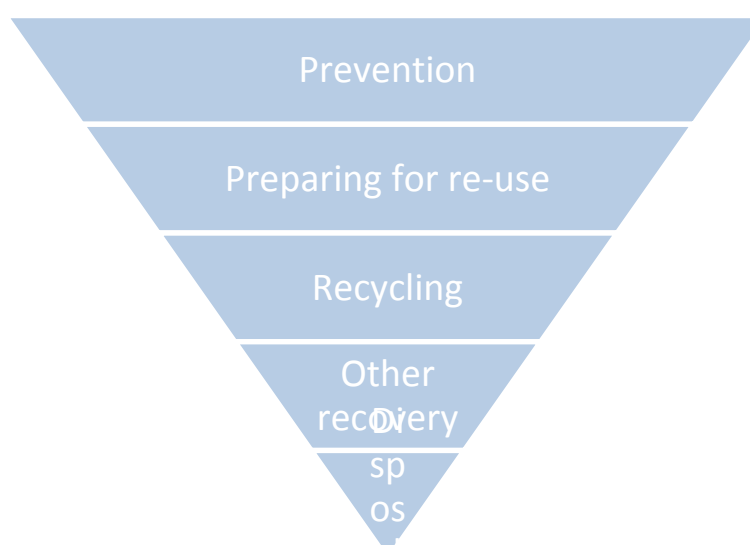
<sup>22</sup> <https://www.gov.uk/government/publications/sustainable-drainage-systems-non-statutory-technical-standards>

## 7 WASTE REDUCTION

- 7.1 Policy CC5 of the Local Plan requires that development should demonstrate measures to minimise the generation of waste in the construction, use and life of buildings. Development should also promote more sustainable approaches to waste management, including re-use and recycling of construction waste and promotion of layouts and designs that provide adequate space to facilitate waste storage, re-use, recycling and composting.
- 7.2 The Council's Waste Minimisation Strategy 2015 - 2020<sup>23</sup> sets out how Reading will improve the way it manages waste with a growing population, an increase in the number of households and limited resources. The strategy was developed under the re3 joint waste partnership and reflects the re3 Joint Waste Strategy with the aim of slowing the projected growth in waste in the Borough.
- 7.3 Waste reduction, however, is not solely a planning issue, but planning has an important role to play in helping the Borough achieve the waste reduction targets. As identified in policy CC5 of the Local Plan, there are two aspects to minimising the generation of waste; firstly reducing waste during construction to include re-use and recycling of construction waste, and secondly minimising the generation of waste during the use and life of buildings to include the provision of adequate facilities for waste storage.
- 7.4 Examples of low-impact building materials include timber, earth, straw, secondary aggregates and recycled products. Plastic, steel and aluminium, for example, are higher-impact materials. If possible, materials should be produced locally and from sustainable or certified sources (e.g. timber certified by the Forest Stewardship Council.)

### Waste Hierarchy

- 7.5 There are three basic strategies for dealing with waste: reduce, re-use, recycle, and only as a last resort, dispose. This hierarchy is outline below<sup>24</sup>.



<sup>23</sup> [http://www.reading.gov.uk/media/2525/WM-Strategy/pdf/WM\\_Strategy.pdf](http://www.reading.gov.uk/media/2525/WM-Strategy/pdf/WM_Strategy.pdf)

<sup>24</sup> Guidance on Applying the Waste Hierarchy, DEFRA, 2011.

- 7.6 Waste minimisation sits at the top of the hierarchy, making it the primary objective in any waste strategy.
- 7.7 The UK Government has introduced a landfill tax, aggregate levy and other waste management regulations to encourage the diversion of waste from landfill, promote re-use and recycle strategies and emphasise environmental responsibilities<sup>25</sup>.

### **Measures that Applicants Should Consider**

- 7.8 Measures that applicants should consider to achieve the aims of policy CC5 could include:

#### *Reducing waste during construction*

- A Site Waste Management Plan (SWMP) should be developed at the pre-application stage to inform the adoption of good practice waste minimisation in design. The SWMP sets targets for waste reduction and recovery based on an assessment of the likely composition and quantity of waste arising and identification of the most significant cost-effective options for improvements. This should be supplemented by information on how the targets would be achieved during construction activities and how the actual levels of waste reduction and recovery would be monitored for comparison with the targets set.
- Re-use and refurbish buildings where possible and appropriate, rather than demolishing existing buildings and redeveloping them.
- Re-use building materials where possible. This is already often done when works are carried out to historic buildings to ensure materials match and the character and appearance is conserved. This can reduce the environmental impact of new development through a reduced demand for new materials and reduced levels of waste to be disposed of in landfill sites.
- Where demolition is appropriate, a strategy should be devised for the handling and re-use or disposal of demolition waste. This should include an audit of the materials present on site and an assessment as to the extent to which they could be put to use in the new development or in other developments elsewhere. By re-using demolition waste, the environmental impact of new development can be reduced and savings can be made on the costs of landfill.
- Developers should outline where they will be transporting waste to in order to ensure they are considering the most appropriate option and transporting waste the minimum journey possible.
- Developers should be encouraged to use recycled and secondary aggregates in construction, thereby reducing the demand for virgin material. This could help to secure a credit under the BREEAM standard.
- New building materials should not be over-ordered. Better communication between building professionals should be developed to ensure exact calculations of required materials are made to help ensure waste is prevented.
- Just-in-time delivery strategies can further reduce waste that is developed by improper storage and damage of materials. Materials that can be re-used or recycled need to be identified early on in the build process and segregated for easy storage, collection and transfer.

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<sup>25</sup> <https://www.gov.uk/green-taxes-and-reliefs/landfill-tax>

*Minimising waste during the use and life of buildings*

- Submission of plans illustrating adequate space to facilitate waste storage, re-use, recycling and composting. This forms a mandatory element of the BREEAM standards. Residents must be provided with adequate storage for residential waste.
- Appropriate development (e.g. residential, education, etc) should seek to incorporate facilities to compost household waste, reducing the amount of household waste sent to landfill.
- Adequate provision for both internal and external storage of waste should be provided. This space should be an integral part of the design of the proposal and not merely added on at the end of the process.
- Development should consider the incorporation of the following strategies within the developments to help reduce waste:
  - Greywater recycling
  - Composting toilets
  - On site food composting
  - Off-site recycling facilities

7.9 Although some aspects of water consumption are dealt with elsewhere in this document, some parts overlap with this waste section and are therefore referred to here. As mentioned above, the BREEAM standards have waste categories, helping applicants achieve the requirements of policy CC5 of the Local Plan.

7.10 The Government has recently published the Resources and Waste Strategy Policy Paper for England<sup>26</sup>. Applicants should review these policy intentions in order to future-proof plans for development.

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<sup>26</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/765914/resources-waste-strategy-dec-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf)

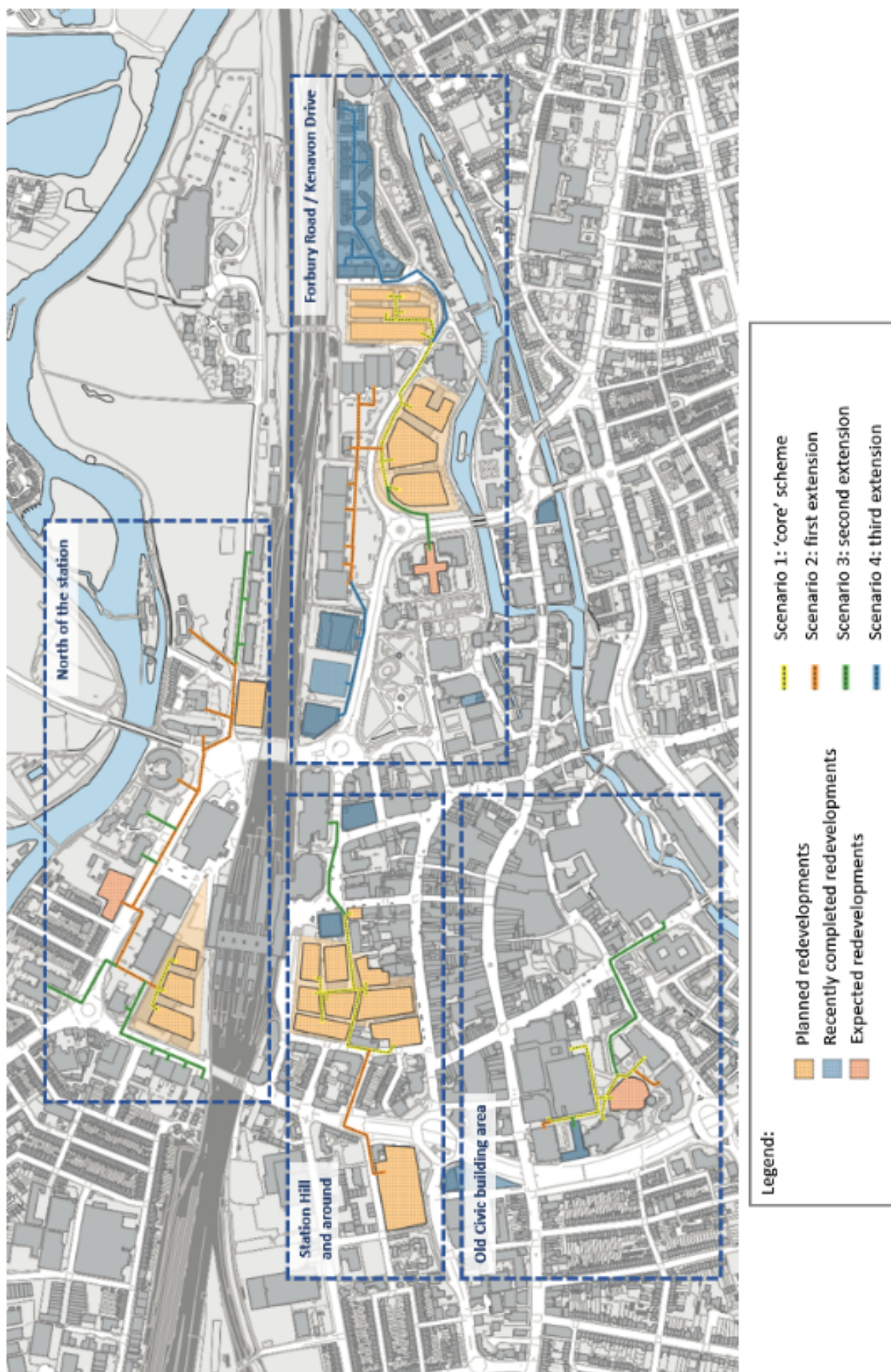
## 8 SITE SPECIFIC CONSIDERATIONS

- 8.1 Element Energy was commissioned by RBC to undertake a heat mapping and energy masterplanning study for Reading town centre. The number of anticipated redevelopment sites and existing density of domestic and non-domestic energy uses present an opportunity to establish heat network schemes.
- 8.2 Based on heat mapping and constraints analysis, the following four clusters were identified as potentially suitable for heat network schemes:

Cluster	Relevant Local Plan site allocation
North of the station - centred on the large Royal Mail redevelopment and could include the current SSE building and the Coopers sites, as well as existing retail space in Vastern Court Retail Park and large office buildings north of Vastern Road and along Napier Road	CR11e: North of Station CR11f: West of Caversham Road CR11g: Riverside CR11h: Napier Road Corner CR11i: Napier Court CR14m: Caversham Lock Island
Station Hill and around - centred on seven plots of the large Station Hill redevelopment site and includes three other planned redevelopments at Sainsbury's, Garrard House and Weldale Street.	CR11a: Friar Street and Station Road CR11b: Greyfriars Road Corner CR11c: Station Hill and Friars Walk CR11d: Brunel Arcade and Apex Plaza CR12a: Cattle Market CR12b: Great Knollys Street and Weldale Street CR14b: Former Reading Family Centre, North Road
Old Civic building area - available land where the RBC office was located before it was demolished and includes various large existing buildings in the area, e.g. the Oracle, Broad Street Mall, the Hexagon theatre, the police station and/or the Magistrate's Court.	CR10b: Tall Buildings, Western Grouping CR12c: Chatham Street, Eaton Place and Oxford Road CR12d: Broad Street Mall CR12e: Hosier Street CR14g: The Oracle Extension, Bridge Street and Letcombe Street
Forbury Road and Kenavon Drive - two major redevelopment sites, the Toys R Us and Homebase site, and the Kodak and Ventello site. It may also include recent completions at Forbury Place and 42 Kenavon Drive, Forbury Retail park and the Reading prison site.	CR10c: Tall Buildings, Eastern Grouping CR13a: Reading Prison CR13b: Forbury Retail Park CR13c: Forbury Business Park and Kenavon Drive CR13d: Gas Holder CR14e: 3-10 Market Place, Abbey Hall and Abbey Square



Figure 8.1 Overview of the four identified clusters (Element Energy)



8.3 A range of heat supply technologies were assessed:

Option	Pros	Cons
<b>Water-source heat pumps (WSHP)</b>	<ul style="list-style-type: none"> <li>✓ Potential to be very <b>low carbon</b></li> <li>✓ Can be relatively cost-effective where <b>supported by RHI</b></li> <li>✓ Where <b>cooling</b> is also required, economics improved significantly</li> </ul>	<ul style="list-style-type: none"> <li>• <b>High capital cost</b></li> <li>• Requires substantial <b>electrical grid capacity</b></li> <li>• Some risk of RHI support being reduced/withdrawn</li> </ul>
<b>Gas combined heat and power (CHP)</b>	<ul style="list-style-type: none"> <li>✓ <b>Mature and proven</b> technology</li> <li>✓ Relatively <b>cost-effective</b> without subsidy</li> <li>✓ Opportunity to deliver <b>on-site electricity</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Fossil fuel-based</b>, so carbon savings may not be large (and may be negative in future)</li> </ul>
<b>Biomass boiler / Biomass CHP</b>	<ul style="list-style-type: none"> <li>✓ Potential to be very <b>low carbon</b></li> <li>✓ <b>Biomass boiler</b> - Cost-effective option where <b>supported by renewable heat incentive (RHI)</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Regular deliveries</b> and/or large <b>storage</b> required for biomass</li> <li>• <b>Air Quality</b> and environmental issues</li> <li>• Some risk of RHI support being reduced/withdrawn</li> <li>• <b>Biomass CHP</b> - <b>High capital cost</b></li> </ul>
<b>Waste heat from industry, power and Energy-from-Waste plants</b>	<ul style="list-style-type: none"> <li>✓ Potential to be very <b>low cost heat</b></li> <li>✓ Very <b>low carbon</b> (exact carbon intensity depending on source)</li> </ul>	<ul style="list-style-type: none"> <li>• Unless heat source close to demand centres, heat transmission cost can be high</li> <li>• Likely to have some downtime so additional backup plant required</li> <li>• None available in town centre</li> </ul>

Figure 8.2 Summary of Heat Supply Options Pros and Cons (Element Energy)

8.4 A detailed technical and economic assessment identified several potentially deliverable heat network scheme options centred on the four clusters. These would reduce energy costs and carbon emissions, as well as improve air quality and increase inward investment, spurring local economic growth. Almost all scheme options in all four clusters were found to be viable, some with additional financial support and some without.

8.5 Water Source Heat Pump (WSHP) was determined to be the most viable heat supply option for schemes in all four clusters. At the time of writing, all four clusters are entering detailed feasibility analysis.

## APPENDIX 1: SUSTAINABLE DESIGN AND CONSTRUCTION CHECKLISTS

A1.1 The two sustainable design and construction checklists are based on the BREEAM standards but are not a complete repetition of these requirements. They are intended to help provide pointers as to the type of considerations that the development should be taking into account in order to achieve relevant standards of the BREEAM and/or Zero Carbon Homes and thereby comply with policies CC2-CC5, EN18 and H5. These checklists form the basis of Sustainability Statements.

Table A1.1: RESIDENTIAL DEVELOPMENT - SUSTAINABLE DESIGN CHECKLIST

Sustainable Design Checklist
Energy/CO <sub>2</sub>
<i>Aim: To conserve energy, in particular carbon dioxide emissions and maximise the use of energy efficient techniques.</i>
<ol style="list-style-type: none"> <li>1. How has the development been designed to optimise the use of the energy from the sun and limit heat losses?</li> <li>2. How has the development been designed to optimise natural daylighting, energy efficient lighting, external lighting and natural ventilation?</li> <li>3. How will the design of the building make efficient use of energy? (e.g. use of thermally massive materials, levels of insulation, energy efficient white goods and use of green/brown roofs etc.).</li> <li>4. Has local energy generation from renewables and/or decentralised energy been considered as part of the scheme?</li> <li>5. How have cycle storage facilities been considered?</li> <li>6. Does the development meet the requirements of policies H5? Is this clearly illustrated?</li> <li>7. Is a Section 106 contribution required? If so, what amount?</li> </ol>
Water
<i>Aim: To improve efficiency in the use of water, conserve water resources and minimise vulnerability to flooding.</i>
<ol style="list-style-type: none"> <li>8. How will the development incorporate the use of water saving devices to achieve the higher water efficiency standard under Regulation 36(3) of the Building Regulations?<sup>27</sup></li> <li>9. How will the development incorporate recycling rainwater and reduce the use of potable water?</li> <li>10. Has the collection, treatment and re-use of grey water been considered? If so, how will these facilities be incorporated within the development?</li> </ol>
Materials
<i>Aim: To retain local character and promote the use of materials with a low environmental impact.</i>
<ol style="list-style-type: none"> <li>11. How will the selected materials help retain local character, ensure long life and ensure a low environmental impact?</li> </ol>
Surface Water Run-off
<i>Aim: To reduce flooding, pollution and other environmental damage.</i>
<ol style="list-style-type: none"> <li>12. How has the development considered flooding and pollution?</li> <li>13. Has the design considered the use of sustainable drainage systems (SuDS) and how will they be incorporated within the development?</li> </ol>

<sup>27</sup> This refers to the 2015 Building Regulations.



14. Does the development meet the requirements of policy EN18?
<b>Waste</b>
<i>Aim: To minimise the production of waste and maximise re-use and recycling.</i>
15. How will the development minimise waste sent to landfill?
16. How will the development make the maximum use of construction and demolition waste?
17. How will the development make maximum use of re-used and recycled materials?
18. How will provision be made for the storage and recycling of waste for all users of the site?
<b>Pollution</b>
<i>Aim: To minimise damage to the environment through air, ground/surface water, land, noise or light pollution.</i>
19. What measures have been incorporated to ensure that noise and light pollution will be minimised through the development?
20. What measures have been incorporated to reduce nitrogen oxide emissions and reduce the global warming potential of insulants?
21. What measures have been incorporated to reduce the release of pollution into the atmosphere?
<b>Health &amp; Well-being</b>
<i>Aim: To improve the quality of life in homes through good daylighting, improved sound insulation, provision of outdoor space with good accessibility.</i>
22. How has the development been designed to maximise natural lighting, reduce the likelihood of noise complaints, incorporate private outdoor space and ensure the layout of the development can be easily adapted to meet the needs of future occupants?
<b>Management</b>
<i>Aim: To manage the site in an environmentally and socially considerate manner.</i>
23. What measures have been taken to ensure the construction of the site is managed in an environmentally and socially considerate manner, mitigating environmental impacts?
24. How has the development been designed to ensure people feel safe and secure?
<b>Ecology</b>
<i>Aim: To retain, protect and enhance wildlife habitats and natural features.</i>
25. How have the wildlife habitats and natural features on and adjacent to the site been considered and how will they be retained, protected and enhanced?

Table A1.2: SUSTAINABLE DESIGN CHECKLIST FOR NON-RESIDENTIAL DEVELOPMENT

<b>SUSTAINABLE DESIGN CHECKLIST</b>
<b>Management</b>
<i>Aim: To recognise and encourage environmentally and socially considerate development.</i>
1. Will guidance for the non-technical building user be provided so they can understand and operate the building efficiently and understand how the design reduced the overall environmental impact of the building and raise environmental awareness?

<ul style="list-style-type: none"> <li>2. What consideration has been given to resource use, energy consumption and pollution in terms of the construction site impacts?</li> <li>3. Will site investigation and appropriate remedial action be undertaken?</li> <li>4. Will the community and stakeholders be involved in the design process encouraging flexibly designed buildings which cater for shared use with the local community?</li> <li>5. How has the building been designed to reduce the opportunity for and the fear of crime?</li> <li>6. What consideration has been given to the maintenance of the building?</li> </ul>
<b>Health and Well-being</b>
<p><i>Aim: To ensure a good quality amenity level is afforded to occupants of buildings.</i></p> <ul style="list-style-type: none"> <li>7. How has the development been designed to ensure users have sufficient daylight, an external view, adequate and appropriate lighting, ventilation, air quality and drinking water?</li> </ul>
<b>Energy</b>
<p><i>Aim: To conserve energy and maximise the use of energy efficiency techniques.</i></p> <ul style="list-style-type: none"> <li>8. How has the building been designed to minimise CO<sub>2</sub> emissions associated with their operational energy consumption?</li> <li>9. How has the development been designed to optimise the use of the energy from the sun, natural daylighting and controlled natural ventilation?</li> <li>10. How will the design of the building make efficient use of energy? (e.g. use of thermally massive materials, levels of insulation and use of green/brown roofs etc.).</li> <li>11. Have renewable energy sources or decentralised energy been considered for this development and if so, how would they be incorporated within the development?</li> </ul>
<b>Transport</b>
<p><i>Aim: To reduce the need to travel through appropriately located development.</i></p> <ul style="list-style-type: none"> <li>12. How has the design and layout incorporated measures to reduce the need to travel, especially by car, and promote alternative and sustainable modes of transport such as walking, cycling and the use of public transport?</li> <li>13. How have public transport networks been considered in terms of the location of the development and proximity to local amenities?</li> <li>14. How have deliveries and the manoeuvring of delivery vehicles been considered?</li> </ul>
<b>Water</b>
<p><i>Aim: To improve efficiency in the use of water, conserve water resources and minimise vulnerability to flooding.</i></p> <ul style="list-style-type: none"> <li>15. How will the development incorporate the use of water saving devices to achieve a maximum consumption of 5.5 cubic m per year per person for office developments? (or the most appropriate benchmark for other types of development).</li> <li>16. Will the development and access to and from it such as roads and paths be located away from areas of potential flooding?</li> <li>17. How will the development incorporate harvesting and re-use of rainwater?</li> <li>18. Does this development meet the requirements of EN18?</li> </ul>
<b>Materials</b>
<p><i>Aim: To retain local character and promote the use of materials with a low environmental impact.</i></p>

<p>19. How will the selected materials help retain local character, ensure long life and ensure a low environmental impact?</p> <p>20. What consideration has been given to reusing materials in-situ, responsibly sourcing materials and re-using existing structures?</p>
Waste
<p><i>Aim: To minimise the production of waste and maximise re-use and recycling.</i></p> <p>21. Has an audit of the materials present on the site been conducted with an assessment of the extent to which materials could be re-used?</p> <p>22. How will the development make the maximum use of construction, demolition waste and recycled materials?</p> <p>23. How will provision be made for the storage and recycling of waste for all users of the site?</p>
Land Use and Ecology
<p><i>Aim: To retain, protect and enhance wildlife habitats and natural features.</i></p> <p>24. How have the wildlife habitats and natural features on and adjacent to the site been considered and how will they be retained, protected and enhanced?</p> <p>25. What consideration has been given to not using previously undeveloped land?</p> <p>26. What consideration has been given to the removal of contamination from the land?</p>
Pollution
<p><i>Aim: To minimise damage to the environment through air, ground/surface water, land, noise or light pollution.</i></p> <p>27. What measures have been incorporated to ensure that noise and light pollution plus pollution transported through surface water runoff will be minimised through the development?</p> <p>28. What measures have been incorporated to ensure that light pollution will be minimised through the development?</p> <p>29. What consideration has been given to reducing refrigerants and minimising nitrogen oxide emissions?</p> <p>30. How has the development been sited to minimise the impact of flooding?</p> <p>31. How has the design considered the use of sustainable drainage systems (SuDS) and how will they be incorporated within the development?</p>
Innovation
<p><i>Aim: To recognise innovation in the field of sustainability.</i></p> <p>32. What consideration has been given to innovative sustainability measures in terms of a procurement strategy, design feature, management process or technological development?</p>

## APPENDIX 2: ENERGY EFFICIENCY AND RENEWABLE AND LOW CARBON ENERGY SOURCES

### a. Decentralised Energy Supply

Energy supply from local low-carbon sources either on-site or near-site, but not remote off-site. These are usually on a small scale. Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes heating and cooling energy.

### b. Combined Heat and Power/Combined Cooling Heat and Power (CHP/CCHP)

This simultaneous generation of usable heat and power (usually electricity) in a single process, thereby reducing wasted heat and putting to use heat that would normally be wasted to the atmosphere, rivers or sea. CHP is an efficient form of decentralised energy supply and provides heating and electricity at the same time. CHP units generate electricity through an engine and capture the by-product, combustion heat, for use in heating and hot water systems. Opportunities for CHP can be exploited in mixed used development, large buildings (offices, shopping centres), hospitals and leisure centres and refurbished buildings through the use of district heating systems.

### c. District Heating

District heating systems are an effective means of distributing heat generated in a centralised location for residential or commercial heating requirements. District heating plants can provide higher efficiencies and better pollution control than localised boilers and should be considered in larger development.

### d. Solar Water Heaters

Solar water heating involves the use of solar collectors (panels containing fluid) that absorb the sun's heat and use this to heat water contained within a storage tank. Solar collectors can be installed at low level or on the roof of a building or incorporated as part of the roof finish. The optimum location is facing slightly west of due south and at a tilt of 30-40°, although a collector set anywhere between east and west and at a tilt of between 10° and 60° will perform at 90% of the optimum performance.

### e. Solar Thermal Heating Systems

Solar thermal heating systems (STHS) utilise thermal energy from the sun to supply heat to hot water systems - as opposed to generating electricity, which is a separate technology (see photovoltaic below). This is achieved by using a solar collector filled with liquid, which absorbs heat from the radiation coming from the sun and transfers this heat via a heat exchange system to a dual coil (or supplementary) hot water tank that is also attached to the main boiler or immersion for backup as and when required.

### f. Photovoltaic (PV) Arrays

Solar photovoltaics (PV) are a semiconductor-based technology that converts the sun's energy into electricity. This is one of the easiest renewable energy systems to install in the urban environment as PV panels can be fixed to or form an integral part of the roof covering, do not require any additional land and do not require the specific topographical features that other forms of renewable energy do. PV arrays now come in a variety of shapes and colours, ranging from grey 'solar tiles' that look like roof tiles to panels and transparent cells that can be used on conservatories. PVs can be used to provide extra power for customers already

connected to the natural grid or can also provide the only source of electricity for a building.

**g. Small scale wind energy**

A small wind turbine has a hub height of between 6 and 25 metres and is rated at between 1 and 25 kilowatts (kW). The amount of energy generated is determined by the wind speed and the area swept by the blades. Blade shape and rotation speed determine efficiency. The electricity generated is direct current (DC) and is therefore converted to alternating current (AC) by one or more inverters. Such machines, depending on the wind regime, can generate enough power for one house through to larger housing or commercial developments. A new generation of small-scale, building mounted wind turbines is now available.

**h. Biomass**

Energy from biomass is produced from organic matter of recent origin. It does not include fossil fuels, which have taken millions of years to form. Although there are many different forms of biomass, wood fuel is the most common for heat production. As the wood is burned CO<sub>2</sub> is released, but this will be equivalent to the amount absorbed by the plant when it was growing. There are emissions associated with the production and transportation of wood fuel, but if transportation distances are short (no more than 25 miles), the use of wood to generate heat is generally regarded as being carbon neutral. To be sustainable, the rate of use must be the same or less than the rate of natural replenishment. Therefore, it is important to ensure that fuel supply is from a managed renewable source.

**i. Small Scale Hydropower**

Water is taken from a river or stream. Usually it comes from behind a weir or a small dam. From there the water drops down a pipe (called the penstock) to turn a turbine. The height of the drop (called the head) is one of the significant aspects of whether a site will be suitable. The greater the head, the more power is generated. The turbine is located in a powerhouse with a generator, transformer and the control equipment. From there the power generated can be used directly to power your house, stored in batteries or exported to the grid. Once it has left the turbine, the water returns to the river along another canal (the tailrace).

**j. Energy from Waste**

An Energy from Waste (EfW) facility can take waste from households, businesses and industry and use it for recycling and energy recovery. Energy recovery is widely used as a way of gaining value from waste. Vitally, this technology also plays a key role in reducing reliance on landfill and meeting renewable energy targets. Energy can be generated from organic waste products in the form of slurry such as sewage, animal wastes and waste products from the food industry. A digestion process provides a gaseous product composing of methane and carbon dioxide. The gas can be used as fuel in an engine for electricity production or it can be used for heating purposes to power a boiler.

**k. Ground Source Heat Pumps**

Ground source heat pumps make use of the natural heat capacity in the soil to provide heating and cooling to buildings. The temperature just a couple of metres down into the earth is roughly constant all year round at 12 degrees C in the UK. The difference between this constant temperature and fluctuating air temperature can be harnessed through a network of underground pipes. Water is pumped through the pipes absorbing the ground heat, which can be used to provide

relatively cheap heating for buildings in the winter months and cooling in the summer months. It works best with under floor heating systems in maximising the heating and cooling effect.

#### **I. Air Source Heat Pumps**

Air source heat pumps take energy from the air and raise it to a higher temperature, using a process which is similar to a reverse refrigeration process. For commercial and large spaces a row or bank of air source heat pumps (air handling units) will be required along with an internal heat pump and a pressured hot water tank for ongoing water usage. This is a system which utilises no external pipes and most of the working elements reside within building. The air handling unit draws air across the water and anti-freeze solution and transfers this energy into the refrigerant. The refrigerant boils and the gases from this are compressed to produce temperatures in excess of 100 degrees C. This part of the process mirrors a ground source heat pump. Air source heat pumps can be used in many more applications including large commercial projects where land space is restricted. Air source heat pumps can be used as a complete solution for room heating using the same distribution system as a ground source heat pump or a traditional system. Air source heat pumps are ideal for very tight spaces and within an eco-architectural design or within the design of a building which has large internal spaces such as audience halls and public places.

## **APPENDIX 3: POLICY TEXT**

This SPD supplements the Reading Local Plan, particularly policies CC2, CC3, CC4, CC5, EN18 and H5. These policies are stated below:

### **CC2: SUSTAINABLE DESIGN AND CONSTRUCTION**

*Proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, will be acceptable where the design of buildings and site layouts use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of the effects of climate change.*

*To meet these requirements:*

- All major non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Excellent' standards, where possible;*
- All minor non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Very Good' standard as a minimum;*
- All non-residential development or conversions to residential should incorporate water conservation measures so that predicted per capita consumption does not exceed the appropriate levels set out in the applicable BREEAM standard. Both residential and non-residential development should include recycling greywater and rainwater harvesting where systems are energy and cost effective.*

### **CC3: ADAPTATION TO CLIMATE CHANGE**

*All developments will demonstrate how they have been designed to incorporate measures to adapt to climate change. The following measures shall be incorporated into development:*

- New buildings shall be orientated to maximise the opportunities for both natural heating and ventilation and reducing exposure to wind and other elements;*
- Proposals involving both new and existing buildings shall demonstrate how they have been designed to maximise resistance and resilience to climate change for example by including measures such as solar shading, thermal mass, heating and ventilation of the building and appropriately coloured materials in areas exposed to direct sunlight, green and brown roofs, green walls, etc;*
- Use of trees and other planting, where appropriate as part of a landscape scheme, to provide shading of amenity areas, buildings and streets and to help to connect habitat, designed with native plants that are carefully selected, managed and adaptable to meet the predicted changed climatic conditions; and*

- *All development shall minimise the impact of surface water runoff from the development in the design of the drainage system, and where possible incorporate mitigation and resilience measures for any increases in river flooding levels as a result of climate change*

#### **CC4: DECENTRALISED ENERGY**

*In meeting the sustainability requirements of this plan, developments of the sizes set out below shall demonstrate how consideration has been given to securing energy for the development from a decentralised energy source, including CHP.*

*Any development of more than 20 dwellings and/ or non-residential development of over 1,000 sq m shall consider the inclusion of a CHP plant, or other form of decentralised energy provision, within the site, unless it can be demonstrated that the scheme is not suitable, feasible or viable for this form of energy provision.*

*Where there is existing decentralised energy provision, including a CHP plant or a district energy network present within the vicinity of an application site, further developments of over 10 dwellings or non-residential development of 1,000 sq m will be expected to link into the existing decentralised energy network or demonstrate why this is not feasible.*

#### **CC5: WASTE MINIMISATION AND STORAGE**

*Development should demonstrate measures to minimise the generation of waste in the construction, use and life of buildings and promote more sustainable approaches to waste management, including the reuse and recycling of construction waste and the promotion of layouts and designs that provide adequate, well-designed space to facilitate waste storage, reuse, recycling and composting.*

#### **EN18: FLOODING AND SUSTAINABLE DRAINAGE SYSTEMS**

*Development will be directed to areas at lowest risk of flooding in the first instance, following the Sequential and Exceptions Test set out in the NPPF, and taking into account the effects of climate change. It will consider flooding from all sources, including fluvial, surface water, groundwater and sewer flooding. Where development in areas at risk of flooding is necessary, it will not reduce the capacity of the flood plain to store floodwater, impede the flow of floodwater or in any way increase the risks to life and property arising from flooding. Wherever possible, development should be designed to reduce flood risk, both on- and off-site.*

*All major developments<sup>28</sup> must incorporate sustainable drainage systems (SuDS) as appropriate and in line with the Government's Technical Standards<sup>29</sup>. Smaller schemes are encouraged to incorporate SuDS, where possible. Runoff rates should aim to reflect greenfield conditions and, in any case, must be no greater than the existing conditions of the site. Schemes should ensure that the movement of water through vertical infiltration as well as horizontal run-off does not worsen contamination effects. Wherever possible, SuDS provision should maximise ecological benefits, link into the existing Green Network, incorporate tree planting and landscaping and avoid*

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<sup>28</sup> 10 or more dwellings or equivalent non-residential or mixed developments

<sup>29</sup> Sustainable drainage systems non-statutory technical standards

<https://www.gov.uk/government/publications/sustainable-drainagesystems-non-statutory-technical-standards>



*damage to existing significant trees, including through changes to the site hydrology. All new developments in areas of flood risk should give priority to SuDS.*

#### **H5: STANDARDS FOR NEW HOUSING**

*New build housing should be built to the following standards:*

- a. All new build housing outside the Central Area as defined on the Proposals Map will comply with the nationally-described space standard.*
- b. All new build housing will be built to the higher water efficiency standard under Regulation 36(3) of the Building Regulations<sup>30</sup> .*
- c. All major new-build residential development should be designed to achieve zero carbon homes;*
- d. All other new build housing will achieve at a minimum a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations.*
- e. All new build housing will be accessible and adaptable in line with M4(2) of the Building Regulations where it is viable, unless it is built in line with M4(3) (see below).*
- f. On developments of 20 or more new build dwellings, at least 5% of dwellings will be wheelchair user dwellings in line with M4(3) of the Building Regulations.*

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<sup>30</sup> References are to the 2015 Building Regulations

## **APPENDIX 4: GLOSSARY**

### **(AD L1A) Approved Document L1A**

The Building Regulations Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition with 2016 amendments). Source:

<https://www.gov.uk/government/publications/conservation-of-fuel-and-power-approved-document-l>

### **Biodiversity**

The diversity of plant and animal species

### **BREEAM**

A widely used means of reviewing and improving the environmental performance of buildings. BREEAM assessment methods generally apply to commercial developments (industrial, retail etc).

### **Brownfield land**

Land which has been previously developed

### **Brown roof**

A roof surfaced with a broken substrate, e.g. broken bricks

### **Carbon Neutral Development**

Development that is truly zero carbon, meaning no CO<sub>2</sub> emissions are generated on-site

### **Climate change adaptation**

Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures.

### **Climate change mitigation**

Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

### **Combined Heat and Power**

Combined Heat and Power (CHP) units generate electricity through an engine and capture the by-product, combustion heat, for use in heating and hot water systems.

### **Community Infrastructure Levy (CIL)**

A charge which local authorities can charge on most types of new development in their area, to be spent on infrastructure to support the development of the area. CIL was introduced in Reading in April 2015.

### **Decentralised energy**

Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.

### **DER - Dwelling Emission Rate**

The DER is the estimated carbon dioxide emissions per m<sup>2</sup> per year (Kg/CO<sub>2</sub>/m<sup>2</sup>/year) for the dwelling, as designed. It accounts for energy used in heating, fixed cooling, hot water and lighting.

### **Dwelling**

A single housing unit - a house, flat, maisonette, etc.

**Energy efficiency**

Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience.

**Green infrastructure**

A network of multi-functional green space, both new and existing, both rural and urban, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Mixed-use**

Where a site contains more than one use.

**Net CO<sub>2</sub> Emissions**

The annual dwelling CO<sub>2</sub> emissions (KgCO<sub>2</sub>/m<sup>2</sup>/yr.) as defined by the Building Regulations.

**Passive Stack Ventilation**

Passive Stack Ventilation is a means of removing unwanted moisture from dwellings.

**Planning condition**

A condition that is attached to planning permission.

**Planning obligation**

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Regulated energy**

Energy use that is regulated by Part L of the Building Regulations, including space heating, hot water and lighting, as well as directly associated pumps or fans.

**Renewable and low carbon energy**

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**Section 106 agreement**

A legally binding agreement or obligation entered into by the local authority and a land developer over an issue related to a planning application, under Section 106 of the Town and Country Planning Act 1990.

**(SAP) Standard Assessment Procedure for Energy Rating of Dwellings**

The SAP is the methodology used by the Government to assess and compare the energy and environmental performance of dwellings. SAP quantifies a dwelling's performance in terms of:

- Energy use per unit floor area,
- A fuel-cost-based energy efficiency rating (the SAP Rating), and
- Emissions of CO<sub>2</sub> (the Environmental Impact Rating).

These are used in the production of energy performance certificates (EPCs) and to demonstrate compliance with AD L1A. SAP 2012 is currently used to assess new homes, but a more recent version (SAP10) has been published, but has not yet been adopted by Government.

**Surface Water Management Plan (SWMP)**

'A SWMP is a plan which outlines the preferred surface water management strategy in a given location. In the context surface water flooding describes flooding for sewers, drains, groundwater and runoff from land, small water courses and ditches that occurs as a result of heavy rainfall. The SWMP study is undertaken in consultation with key local partners. It should establish a long-term action plan to manage surface water in an area and should influence future capital developments.'<sup>31</sup>

**Sustainable Drainage Systems (SuDS)**

SuDS drain surface water from housing, non-residential or mixed use development for the lifetime of the development. These systems slow the rate of surface water run-off and improve filtration, by mimicking natural drainage in both rural and urban areas. This reduces the risk of "flash-flooding" which occurs when rainwater rapidly flows into the public sewerage and drainage systems.<sup>32</sup>

**TER - Target Emission Rate**

The Target Emission Rate is the maximum allowable carbon dioxide emissions per m<sup>2</sup> (KgCO<sub>2</sub>/m<sup>2</sup>/year) arising from energy used in heating, cooling, hot water and lighting which would demonstrate compliance with AD L1A.

**Unregulated energy**

Energy use that is not controlled by Part L of Building Regulations. This includes energy used for cooking, white goods and small power appliances.

**U-value**

A U-value is a calculation of the amount of heat lost through a building material. The value is calculated as heat (kW) lost per hour per square metre. Using this calculation, the lower the U-value, the more thermally efficient the building. A U-value measures the rate at which heat is lost through a material such as a double glazed unit meaning a frame and glass combined. The lower the U-value, the lower the amount of heat lost and the lower the amount of energy wasted.

**Zero carbon homes**

Achieves at least 35 per cent reduction in regulated<sup>33</sup> carbon emissions (beyond Part L 2013) on-site. The remaining carbon emissions (to 100 per cent) are to be offset through a cash in lieu contribution to be ring-fenced for carbon savings elsewhere within the Borough.

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<sup>31</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69342/pb13546-swmp-guidance-100319.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69342/pb13546-swmp-guidance-100319.pdf)

<sup>32</sup> <https://www.gov.uk/government/publications/sustainable-drainage-systems-non-statutory-technical-standards>

<sup>33</sup> Covers only those emissions which are within the scope of the Building Regulations, such as those from heating, ventilation, hot water, fixed lighting and building services.

## **APPENDIX 5: RESOURCES FOR APPLICANTS**

**Cost of Carbon Reductions in New Buildings, Centre for Sustainable Energy (2018).**  
[http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LP20162036/cost\\_of\\_carbon\\_reduction\\_in\\_new\\_buildings\\_report\\_publication\\_version.pdf](http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LP20162036/cost_of_carbon_reduction_in_new_buildings_report_publication_version.pdf)

**Energy and Sustainability Statements, Energy Council.**  
<https://www.energycouncil.co.uk/energy-sustainability-statements.html>

**SuDS Manual, CIRIA (2007).**  
[https://www.ciria.org/Resources/Free\\_publications/SuDS\\_manual\\_C753.aspx](https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx)

**Sustainable drainage systems non-statutory technical standards, DEFRA (2015).**  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/415773/sustainable-drainage-technical-standards.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf)

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## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE</b>		
<b>DATE:</b>	<b>9<sup>th</sup> JULY 2019</b>		
<b>TITLE:</b>	<b>MAJOR TRANSPORT PROJECTS UPDATE</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>PLANNING, TRANSPORT AND REGULATORY SERVICES</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICERS:</b>	<b>CHRIS MADDOCKS</b>	<b>TEL:</b>	<b>0118 937 4950</b>
<b>JOB TITLE:</b>	<b>ACTING STRATEGIC TRANSPORTATION PROGRAMME MANAGER</b>	<b>E-MAIL:</b>	<a href="mailto:chris.maddocks@reading.gov.uk">chris.maddocks@reading.gov.uk</a>

## 1. EXECUTIVE SUMMARY

1.1 This report provides an update on key progress and milestones associated with the current programme of major transport projects in Reading, including:

- Reading Station Area Redevelopment (Cow Lane Bridges)
- South Reading Mass Rapid Transit
- Reading Green Park Station
- Thames Valley Park Park & Ride
- National Cycle Network Route 422
- Reading West Station Upgrade

1.2 The report also provides an update on future funding opportunities for future schemes which are currently unfunded.

## 2. RECOMMENDED ACTION

2.1 That the Committee notes the progress on delivery of the programme of major transport schemes as set out within the report.

- 2.2 That the Committee notes the completion of the Cow Lane scheme.
- 2.3 That the Committee notes the submission of the Third Thames Crossing scheme for prioritisation by Transport for the South East (TfSE) for possible funding through the DfT's Large Local Major Schemes programme.

### 3. POLICY CONTEXT

- 3.1 The Council's Corporate Plan supports the delivery of new transport infrastructure in order to manage levels of congestion and improve air quality, whilst accommodating the significant levels of planned growth. The Council's Capital Programme approved in February 2019 provides capital funding of over £30m for the projects listed below. Funding is provided from grants received from the Local Enterprise Partnership and central Government, developer contributions, investment from Network Rail and Great Western Railway and from Council borrowing.
- 3.2 The Council's current Local Transport Plan (LTP3) for the period 2011-26 was adopted by Full Council in March 2011, setting the overarching transport policy for the Borough.
- 3.3 In July the Council will be launching a consultation to help inform development of a new Local Transport Plan. This will build on the high-level transport strategy set out within the emerging Local Plan.

### 4. THE PROPOSAL

#### Major Transport Scheme Programme

#### Reading Station Area Redevelopment (Cow Lane Bridges)

- 4.1 The objective of the scheme was to unlock the historic bottle neck at Cow Lane by providing two lanes for traffic alongside a continuous shared path for pedestrians and cyclists. The scheme was originally intended to be delivered as part of the Reading Station Area redevelopment scheme, however the need to undertake a Compulsory Purchase Order (CPO) significantly delayed its implementation.
- 4.2 Network Rail appointed a contractor to deliver the scheme and construction commenced on-site in November 2017. The contractors encountered significant issues with unforeseen ground conditions, drainage issues and uncharted buried services on the site, which resulted in the full opening of the new scheme being delayed. However, the route was opened for two-way traffic without signals for the first time on Monday 25<sup>th</sup> February 2019,



and the full scheme including pedestrian and cycle routes was opened on Monday 15<sup>th</sup> April.

- 4.3 Following completion of the Network Rail led scheme, the Council is now developing a series of complementary public transport, walking and cycling enhancements on the Oxford Road corridor. In addition, the proposal to reduce the speed limit on Richfield Avenue, Cow Lane and Portman Road to 30mph is being progressed. The statutory consultation has been undertaken, and subject to approval from Traffic Management Sub-Committee the reduced speed limit is due to be implemented by September 2019.

#### South Reading Mass Rapid Transit (Phases 1-4)

- 4.4 South Reading Mass Rapid Transit (MRT) is a series of bus priority measures on the A33 corridor between MereOak Park & Ride and Reading town centre. The objective of the scheme is to manage congestion and improve public transport journey times and reliability on the main growth corridor into Reading, through the addition of new dedicated capacity for public transport services.
- 4.5 Phases 1 & 2 of the scheme were granted full funding approval from the Berkshire Local Transport Body (BLTB) in November 2015; and scheme and spend approval by Policy Committee in April 2016. The latest position on each section of the scheme is set out below:
- Outbound bus lane between the A33 junction with Imperial Way and the existing bus priority provided through M4 Junction 11 - Complete.
  - Outbound bus lanes between the A33 junctions with Lindisfarne Way (Kennet Island) and Imperial Way - Complete.
  - Inbound bus lane on the A33 between Imperial Way and South Oak Way - Under construction with completion scheduled for summer 2019.
- 4.6 Phases 3 and 4 of the scheme were granted full financial approval by the BLTB in November 2017; and scheme and spend approval by Policy Committee in January 2018. Construction commenced in March 2018 and latest position on each section of the scheme is set out below:
- Extension of the inbound bus lane on Bridge Street - Complete.
  - Outbound bus lane on London Street - Complete.
  - Outbound bus lane on the A33 approach to Rose Kiln Lane - Under construction with completion scheduled for autumn 2019.
- 4.7 Detailed design work and procurement of a contractor for the remaining elements of the phases 3 and 4 scheme is currently being undertaken, which includes the following sections with construction works scheduled to commence in spring 2020:

- Outbound bus lane on the A33 between Rose Kiln Lane and Lindisfarne Way (Kennet Island) - Scheduled for completion in autumn 2020.
- Inbound bus lane on the A33 between Longwater Avenue and Island Road - Feasibility and associated timescales currently being investigated.
- Upgrade of the traffic signals on the A33 Bennet Road gyratory to a MOVA method of control - Scheduled for completion in summer 2020.
- Upgrade of the traffic signals on the Oracle roundabout to a MOVA method of control - Scheduled for completion in summer 2020.

#### Reading Green Park Station

- 4.8 Reading Green Park Station is a proposed new railway station on the Reading to Basingstoke line. The station and multi-modal interchange will significantly improve accessibility and connectivity to this area of south Reading which has large-scale development proposed including the expansion of Green Park business park, Green Park Village residential development and the Royal Elm Park mixed use development.
- 4.9 The scheme was granted financial approval by the BLTB in November 2014; and scheme and spend approval by Policy Committee in September 2017. Concept designs for the station have been produced by Network Rail and planning permission was secured in 2015. The scheme is being progressed in partnership with Network Rail and Great Western Railway (GWR). Funding has been secured from the Local Growth Fund (£9.15m), s106 developer contributions (£5.6m) and the New Station's Fund (£2.3m).
- 4.10 Balfour Beatty has been appointed to undertake the detailed design and construction of the station. Design work for the multi-modal interchange and surface level car is complete and construction works commenced on-site in March 2018. Detailed design work for the station is being progressed in parallel with the construction of the interchange, including submission of a new planning application for the station building elements of the scheme which was submitted in June 2019.
- 4.11 The Council is currently working with railway industry partners to address budget pressures for the station elements of the scheme due to the requirements of the railway industry, and to ensure we can provide the best possible facilities for passengers from station opening. The indicative programme for delivery of the station has been updated to summer 2020.

#### Thames Valley Park Park & Ride

- 4.12 Thames Valley Park Park & Ride is a new park & ride facility off the A3290 to the east of Reading, in close proximity to Thames Valley Park business park. The scheme is being led by Wokingham Borough Council and was granted full financial approval by the BLTB in July 2017.

- 4.13 A public consultation on the scheme proposals was undertaken during November 2015 and planning permission was granted by Wokingham Borough Council in November 2016. This planning consent was subsequently varied through a Section 73 application in October 2018 to reflect the updated design for the scheme, which includes planting in a 'living wall'.
- 4.14 Wokingham has appointed a contractor to deliver the scheme and construction work commenced on-site in February 2018. The latest programme is for construction to be complete in September 2019.

#### NCN (National Cycle Network) Route 422

- 4.15 National Cycle Network (NCN) Route 422 is a new cross-Berkshire cycle route between Newbury and Ascot. The route will provide an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough. The scheme was granted full funding approval by the BLTB in November 2015.
- 4.16 Phase 1 of the scheme was granted scheme and spend approval by Policy Committee in January 2017. It includes the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue, with construction completed in July 2017. The remaining element of this phase includes improvements to a privately-own wall, between New Lane Hill and Greenwood Road, and adjacent footway widening works, which are subject to further feasibility work which is currently being undertaken.
- 4.17 Phase 2 of the scheme was granted scheme and spend approval at Policy Committee in September 2017. It includes the provision of a route from Bath Road/Berkeley Avenue through the town centre to east Reading, including the installation of two tiger crossings on Duke Street and Yield Hall Place, imprinting at key crossing points and on-carriageway cycle facilities along Berkeley Avenue, improved signing along the route including through the Oracle shopping centre, and a contraflow cycle facility on Kennet Side. Construction of this phase of the scheme is due for completion in August 2019.
- 4.18 Phase 3 of the scheme was granted scheme and spend approval by the Strategic Environment, Planning and Transport Committee in November 2018. It builds on previous works delivered as part of the LSTF programme by extending shared-use facilities along Wokingham Road from Cemetery Junction to Three Tuns. Works commenced in April 2019 and are due to be completed by autumn 2019. Works completed to date have concentrated on the section between Cemetery Junction and Palmer Park Avenue, including improved pedestrian and cycle crossing facilities at side road junctions and to the east of St Bartholomews Avenue. The in-house Highways team will

now focus on improvements to the path running adjacent to Wokingham Road through Palmer Park.

#### Reading West Station Upgrade

- 4.19 The Council has been working with Great Western Railway and Network Rail to produce a Masterplan for improved passenger facilities at Reading West Station. The proposals include a comprehensive programme of enhancement works to be delivered in phases as funding becomes available.
- 4.20 The BLTB allocated funding for a package of passenger enhancements at the station in January 2019, subject to approval of the scheme business case. These improvements include provision of a station building at the Oxford Road entrance to the station and associated interchange enhancements such as increased cycle parking, enhancements within the station itself such as enhanced lighting and CCTV coverage, and improvements to the entrance from Tilehurst Road.
- 4.21 The scheme includes the elements implemented by Network Rail as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. These works include provision of a stepped access from the town centre side of the Oxford Road to the outbound platform (for services towards Basingstoke).
- 4.22 Accessibility enhancements are not included within the current scheme due to Network Rail's requirement for a full rebuild of the platforms prior to any accessibility enhancements being implemented, which means this is unaffordable within the funding envelope for the current scheme. Therefore, the Council will continue to seek opportunities to secure funding for these elements of the overall Masterplan vision for the station.

#### Future Funding Opportunities & Unfunded Schemes

##### South Reading Mass Rapid Transit (Future Phases)

- 4.23 As set out above, the South Reading MRT scheme is being delivered in phases as funding becomes available, with phases 3 and 4 currently being delivered. As previously reported, the Council had nominated this scheme for prioritisation by Transport for the South East (TfSE) for possible funding through the Major Road Network (MRN) programme being developed by the DfT, however unfortunately as this is predominantly a public transport scheme it did not qualify for this funding source. Therefore, the Council will continue to seek other opportunities to secure funding for future elements of the overall scheme.

##### Tilehurst Station Access Improvements

- 4.24 The Council is continuing to seek funding opportunities in partnership with railway industry partners for the provision of lifts at Tilehurst Station to make the station fully accessible.

#### Third Thames Crossing East of Reading

- 4.25 A third vehicular crossing over the River Thames is a longstanding element of Reading's transport strategy to improve travel options throughout the wider area, and to help relieve traffic congestion north of the river and in the town centre. The Cross Thames Travel Group has been established to progress the scheme, which is currently led by Wokingham Borough Council in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP.
- 4.26 Preparation of the Outline Strategic Business Case for the scheme was completed in September 2017. The business case shows there is a strong case for a two-lane traffic bridge in this location, with the full documentation available on Wokingham Borough Council's website here - <http://www.wokingham.gov.uk/parking-road-works-and-transport/transport-and-roads-guidance-and-plans/>.
- 4.27 The Cross Thames Travel Group is currently exploring options to fund the next stage of scheme development work, which includes production of the full scheme business case. In the interim, a high-level feasibility study is being undertaken to consider the buildability, outline costs and programme for the proposed crossing, and investigation of mitigation measures on the existing road network.
- 4.28 Wokingham Borough Council, with support from Reading, has nominated this scheme for prioritisation by TfSE for possible funding through the DfT's Large Local Major Schemes programme. No local funding has been committed as part of this process and the Committee will be kept updated on progress. If the scheme is prioritised and funding subsequently allocated, scheme and spend approval will be sought from a relevant Committee.

### **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 The delivery of the projects outlined in this report help to deliver the following service priorities in the Council's Corporate Plan 'Shaping Reading's Future: 2018 -2021' (updated Spring 2019):
- Securing the economic success of Reading and provision of job opportunities.
  - Keeping Reading's environment clean, green and safe.
  - Promoting health, education, culture & wellbeing.

### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 The projects have and will be communicated to the local community through public exhibitions and Council meetings.

6.2 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

## **7. LEGAL IMPLICATIONS**

7.1 The creation of - and changes to existing - Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 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.

8.2 The Council, and where appropriate partner delivery organisations, have carried out an equality impact assessment scoping exercise on all of the projects included within the current capital programme.

## **9. FINANCIAL IMPLICATIONS**

9.1 All schemes included in the current programme being delivered by the Council are included in the Council's Capital Programme. This sets out the funding sources and funding profile for each scheme.

## **10. BACKGROUND PAPERS**

10.1 Major Transport Scheme Update Reports to Strategic, Environment, Planning and Transport Committee from 2015 onwards.

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	9 July 2019		
TITLE:	EMPLOYMENT AND SKILLS PLANS - ANNUAL PROGRESS REPORT		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	ALL
LEAD OFFICER:	MARK WORRINGHAM / SUE BRACKLEY	TEL:	0118 937 3337
JOB TITLE:	PLANNING POLICY TEAM LEADER / ECONOMIC DEVELOPMENT MANAGER READING UK	E-MAIL:	<a href="mailto:Mark.Worringham@reading.gov.uk">Mark.Worringham@reading.gov.uk</a> <a href="mailto:Sue.brackley@reading.gov.uk">Sue.brackley@reading.gov.uk</a>

#### 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 the end users of completed developments, appropriate skills development and employment opportunities have been undertaken to assist the local economy and local residents. 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 schedule for Year 2 of the programme delivery.

#### 2. Recommended Actions

- 2.1 That the Committee note the report and welcome the ongoing delivery of employment and skills outcomes as 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 by assisting 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 and the Borough Council Planning Service, with Reading UK being identified as the main agent for implementing the policy. The aims of the ESP requirement as part of a 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 or any regeneration or extension programme where more than 1,000 square metres of new non-residential floor space or 10 dwellings are being created, or costing more than £1million.
- 3.3 In simple terms the developer can choose to either enter into a delivery plan, through Reading UK 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 a S106 legal agreement which is entered into by the developer before planning permission is granted.
- 3.4 To date (June 2019) 25 developers have chosen to pay financial contributions (ranging from £1,600 to £178,000) and a total of 45 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 other partners, work closely with the developers to create an employment plan that is both deliverable with clear outcomes and shaped to the needs of the relevant sector.
- 3.6 Delivery partners supporting this work include DWP JobCentre, New Directions, Activate Learning (Reading College), Business Biscotti, University of Reading, local schools such as JMA and Reading Girls, amongst others. The project is also linked closely with the work of the Building Better Opportunities Stronger Together partnership, led by New Directions. This BLF/ESF funded programme works with some of the most marginalised residents in the Borough. 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 have delivered the following outcomes in the last 12 months:

<b>Work experience opportunities (all age)</b>	<b>54</b>
<b>Apprenticeships</b>	<b>23</b>
<b>Local Employment</b>	<b>189</b>
<b>School visits / projects / careers talks</b>	<b>176</b>

This has included working with Ikea, Primark, Kier, Osborne, Wates, Bewley Homes, P & G, University of Reading, BMW Coopers, Audi Sytner, DPD, Segro and Tesco Distribution.

#### **4. PROGRAMME OF PROJECTS SUPPORTED BY S106 CASH CONTRIBUTIONS**

##### **(a) Current Position**

- 4.1 Reading UK has continued its strong track record of delivering benefits to the local community through using S106 cash contributions. Most of these programmes have provided outcomes benefiting local people and the economy (eg Job Fest, Small Business Network events) and in some cases supporting community programmes (eg The Real Business School). Over the last twelve months support has been given to some 1600 local people, helping them move forward in the jobs market or into self-employment.
- 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 (Green Park, Balfour Beatty, Verizon, Ikea, The Oracle, Malmaison, Hilton Reading, BW Interiors, Ikea et al).
- 4.3. Last year this committee agreed a drawdown of cash contributions to a total cost of £205,000 against a plan of activity covering a two year period. In the first year 2018/19 the fund has been used to deliver the activities shown in **Appendix A (2018/19)**.

Outputs have included job fairs, construction skills certificates, access to work events, ex-offenders work programmes and school outreach. Among our successes:

- 244 people supported into self-employment
- Over 120 people have gone through the Construction Skills Certificate training.
- Over £200,000 per annum saved on benefit payments through self-employment alone
- Over 1,000 local people attending our jobs fairs - with nearly 100 employers with live vacancies attending

- 13 ex-offenders from Reading supported into working for themselves or finding jobs

(b) Ongoing strategy for Delivering Section 106 ESP Cash Contributions 2019 - 2021

- 4.4 Programmes will continue to be delivered within the framework of Reading UK's Economic Development Plan, "Growing Opportunity". This plan is currently under review ahead of the next iteration, a document to cover 2020-2024. This will continue to seek to balance the local economy in a way that benefits every part 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.

The work aligns with the emerging Berkshire Local Industrial Strategy, supporting the Local Enterprise Partnership's plans for *inclusive growth*.

- 4.5 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 include people with supported employment needs, the longer term unemployed, Over 50s and single parents. We continue to work closely with New Directions around adult employment support, especially through our partnership with the New Directions led Stronger Together, West Berkshire's Building Better Opportunities programme.

All programmes are informed by the Business Growth and Skills group (made up of public and private sector representatives) - and where appropriate the two Business Improvement District Committees (representing some 800 businesses in the Central and Abbey BIDs) and the Hospitality Association (representing 23 sector employers).

- 4.6 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.

- 4.7 **Appendix B** sets out the details of the programmes to be delivered 2019/20, continuing work to support local people in self-employment, sector skills, and finding good quality work.

(c) Case Studies

- 4.8 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

- 4.9 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.
- 4.10 To maximise uptake of the course and benefit all parts of the community, Reading UK and the College made the decision 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 are one of the ongoing success stories of the employment and skills funding programme. While Reading College funds the two week employability course which supports the CSCS programme, ESP funds are used to fund the crucial Construction Industry Training Board tests. In addition Reading UK has been able to fund the purchase of the actual CSCS card (£30) in cases of hardship. This has removed a major barrier for many who are unemployed or on low-incomes since the CSCS card is a requirement for anybody wanting work on a construction site, at whatever level.

The courses continue to run on a monthly basis, with 15- 20 people on each 2-week course and referrals from a variety of partners including DWPJobCentre, Adviza, Mencap and Brighter Futures for Children. The mixed age classes are working very well in improving the focus for young attendees.

- 4.11 To date:
- In the last year over 120 people have completed the CSCS application test, of which 78 have passed. This includes 4 women.
  - 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 passing and obtaining their CSCS card have walked straight into employment thanks to the demand for construction labour.
  - The CSCS support has now been extended to include young adults on construction training at the college - 30 completed their tests to obtain the card, giving them opportunities to work over the summer holidays, gain on-site work experience and sign up with agencies.

#### The Real Business Club

- 4.12 Reading UK had already worked with the Real Business Club, to deliver a programme of start-up training aimed at people who prefer a gentler approach to developing a business idea and learning about self-employment. Typically this has suited people more removed for the job market.

- 4.13 Two start-up courses have taken place over the last year. The first at Reading Business Centre, between 19 September - 21 November 2018, the second at The Pavilion on Oxford Road, starting on 1 May. Typically 13 - 15 people attend each fortnightly session (approx. 90 people per annum). This is free of charge and participants are referred from DWP JobCentre and other partners.
- 4.14 In addition Reading UK used ESP funds to support Real Business Club's work with ex-offenders - providing a bridge to ensure a service for ex-offenders was maintained when TRBC had to step down from the BBO partnership. During this period (October 18 - March 19) a total of 15 men and women were referred from the NPS and CRC. 13 people received regular support, with 1 person finding a job, and 6 still receiving support in working for themselves. Most of these were local residents.
- 4.15 Feedback from participants:
- It's really great attending your workshops, they are very insightful, inclusive, participatory, most of all I really like how you engage all of us and seek to answer all kinds of questions relating to business and start-ups.
  - It has focused my attention on what I need to understand about my business and has given me ways to structure a plan
  - It is giving me structure and frameworks to allow me to sort ideas more effectively.
  - It has made me think so much more about my products from a customer viewpoint. Added to me knowing what to consider to make my website.
  - It has helped to have a clearer focus for how to get started - particularly key pointers eg the importance of market research and what kind of things are involved.
  - Given me many things to think about and consider the target of our customers, given me more awareness of brand.

#### Pop Up Business School

- 4.16 The fourth Pop Up Business School arrived in Reading for one week between 29 October - 2 November 2018. Funded by Reading UK and Hammersons, the school ran in the upstairs event space at The Walkabout.

64 people attended the courses for at least 4.5 days

- 4.17 The demographics:

67% Female

52% White / 44% BAME

37% on some form of benefit

75% had no knowledge of running a business

33% trading by the end of week

- 4.18 Over the last three programmes run by Pop Up it is estimated that for every £1 spent the local economy has seen a return of £44. Benefit savings estimated at £195,822 - and a total of £553,000 contribution to the economy.

#### 4.19 Some of the feedback from participants:

“Thank you so much. I can't believe that such excellent content has been given to us for free. I would never have been able to afford a week-long course yet this has already made such a positive impact on me - I feel so much more confident about my abilities and excited about the future. I met up with lots of other artists that were attending the same course, it's so helpful to people wanting to start out, giving them the knowhow and confidence to move forward.”

“You have all been brilliant. Your delivery, content and overall organisation is commendable. A fabulous concept and long may you operate! I hope one day you can get this type of course in to many schools and colleges -the younger generation need this and it would help, support and encourage young start ups. Fantastic work, well done.”

“Amazing. I think you may have turned my life around. Losing my father a year ago, recovering from a serious illness and turning 50 in 5 weeks I knew I wanted, needed, a new direction. I knew roughly the direction I wanted to take but not really how. I now know the HOW, WHY & I CAN DO IT. I love and thank you all.”

### 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 5<sup>th</sup> 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

### DELIVERY SUPPORTED BY S106 CASH CONTRIBUTIONS 2018/19

Target / Activity	Outcomes	Budget Spent
<b><u>START UP BUSINESS TRAINING</u></b>		
<b>Pop Up Business School</b> Co-funded by Hammersons and sponsored by The Walkabout (venue)	Approx 150 signed up with 64 people completing the one week course.  Publicity across social media  Pop Up stand at Reading Job Fest  Marketing material across town venues – pre event talks at DWP Reading	£10,500
<b>The Real Business Club</b>	TWO courses delivered, each consisting of six sessions fortnightly  Approx 90 people attended courses  Referrals from DWP, Stronger Together Partners and other agencies	£11,000
<b><u>DEVELOPING STEM SKILLS</u></b>		
Young people and improvers / Support for Tech Business Start UP  2018 “Festival of Digital Disruption” at Reading Town Hall	6 major events over 3 days including Digital Gum programme for young people Tech Start up networking sessions Start Up / Equity funders meet up Up to 800 people attended	£13,000
<b><u>RECRUITMENT SUPPORT</u></b>		
<b>Job Fest 2018 -</b> Annual job fair at <b>The Hexagon</b> , supported by DWP and Reading Business Improvement District. The region’s largest jobs event	80 employers and agencies attended 700+ job seekers attended 90% satisfaction rating from employers	£9,000
<b>Stronger Together Access to Work event 2019 -</b> Two-part event aimed at encouraging more employers to work with people with supported employment needs, PLUS jobs fair with DWP and BBO partners Part funded by ESF/BLF	4 headline case study talks 33 employers and agencies exhibited 239 local people attended job fair	£5,000
<b><u>Project Admin Charges</u></b>	As agreed in Supplementary Planning Document @ 5% of project spend 2018/19	£4,000

<p><b><u>SECTOR SKILLS</u></b></p> <p><b>CSCS Training</b> All-age supported employment course leading to construction skills certification. (Un-funded elements of training and test costs supported in partnership with College)</p> <p><b>Hospitality Works</b>  Developed with Hospitality Association, and partnered by DWP. Training event at Hilton Reading hotel.</p> <p><b>Tech skills - upskilling for mature workers</b> Digital Gum / Green meets Grey programme at Festival of Digital Disruption delivered by Connect TVT / Grow, sponsored by Reading UK, including cost of hosting at The Town Hall</p> <p><b>Social Media skills development (youth trainees – 14 months )</b></p>	<p>Total of 11 courses delivered over year</p> <p>120 have completed the course 78 have passed the CSCS test</p> <p>Supported by two ESP contractors</p> <p>Approx 30 young people with supported employment needs attended morning “have a go” sessions. 2 gained further work experience 30 long term unemployed attended afternoon sessions 2 offered interviews</p> <p>Approx 100 students and mature people attended the event within the 3 day Town Hall “Festival of Digital Disruption”</p> <p>Employment of an unemployed Reading young person on a level 3 Apprenticeship working in the Reading UK office and training at Reading College. Preparing that person for full-time work in Reading</p>	<p>£4,000</p> <p>£3,500</p> <p>Within FODD (Developing Stem Skills) Costs</p> <p>£22,000</p>
<p><b><u>Business Support</u></b></p> <p><b>Big Biscotti Event 2018</b> Sponsored by Verizon, a one day event to deliver sales and marketing training to small business</p> <p><b>The Business Hour</b> monthly breakfast network event for small business Supported by Malmaison</p> <p><b>Providing Secretariat Service for Hospitality Association and Business Growth and Skills Groups</b></p>	<p>180 registered attendees 30 workshop events 2 key note speakers Publicised throughout Berkshire region, through Biscotti networks and social media</p> <p>10 events delivered Workshops have included Linked In, Cyber Security, Local Industrial Strategy and Business Improvement Districts 200+ people have attended</p> <p>Meetings and activities with business groups representing 35+ businesses supporting skills and employment</p>	<p>£4,500</p> <p>£2,500</p> <p>£3,000</p>



## Appendix B

### Planned Delivery in Year Two 2019/20

Target / Activity	Outcome targets	Cost
<b><u>Start Up Business Training</u></b>		
<b>Real Business Club</b>	2 more courses over year Up to 80 local start-ups supported (20 per course)	£10,000
<b>Pop Up Business</b>	1 course to be delivered in 2019/20 Target of 80-100 attendees?	£10,500
<b>Digital Gum</b> digital skills for small business, nationally recognised programmes delivered by Connect TVT	Up to 2 programmes supporting 12 businesses per programme	£5,500
<b><u>Small Business Support</u></b>		
<b>Small Business Event</b> with Green Park “Better Business Better You” organised with Business Biscotti	Up to 200 attendees 24 + workshop events Min 2 key note business speakers	£10,000 sponsored by Green Park
<b>The Business Hour</b> – monthly breakfast network event for small business	10 events over 2019/20 Approx 15 businesses per event	£2,500 Sponsored by Malmaison
<b><u>Over 50s</u></b>		
<b>Targeted Job Event 2019/20</b>	Aiming for 30 exhibitors, 12 training and skills seminars, over 200 attendees	£15,000
Follow up to include supported employment course:	Programme offered to c 20 unemployed mature workers	£4,000
<b>Upskilling</b> - mature skills Digital Gum – nationally recognised digital skills programmes delivered by Connect TVT / Grow Anticipated 2 year commitment	20 people supported per session	£16,000 [4 x £4,000]
<b>RE – upskilling courses for mature workers</b> – supported by Reading College, Biscotti and Ikea Project in development, feeding from Mature Workers Job Event	4 courses Target 15 people per course	£4,000
Mature workforce research project – in association with Ikea (tbc).	Set of 200 survey responses	£1,000

<p><b><u>Recruitment Support</u></b></p> <p><b>Job Fest</b> - Annual job fair at <b>The Hexagon</b> , supported by DWP. The region's largest jobs event</p> <p><b>RE – Jobs and Skills Fair for mature workers</b> <i>In development - Green Park</i></p> <p><b>Stronger Together / Access to Work</b> - Part employer seminars 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 business and agency exhibitors per event Over 500 job seekers per event</p> <p>Target 20 exhibitors 10 workshops 100 + attendees</p> <p>30+ exhibitors 150+ attendees 50+ seminar attendees</p>	<p>£7,000</p> <p>£10,000</p> <p>£3,000 ESF/BLF funds used to support delivery</p>
<p><b><u>Sector Skills</u></b> <b>Targeting Upskilling and Wage Growth</b></p> <p><b>Retail</b> - delivered with Reading Business Improvement District and New Directions - service and supervisory skills for retail staff</p> <p><b>Hospitality</b> - personal license, H&amp;S Level 1, First Aid, supervisory skills for hospitality staff. Working with Hospitality Association/New Directions, plus BID businesses.</p> <p><b>Logistics</b> - HGV / Forklift and H&amp;S training. Developing project, requiring industry lead</p> <p><b>Social Media skills development</b> (youth trainees)</p>	<p>NOT SET</p> <p>NOT SET</p> <p>NOT SET</p>	<p>£7,000</p> <p>£7,000</p> <p>£7,000</p> <p>£12,000</p>
<p><b><u>Reading Tech Nation and Innovation Hub / STEM Skills – young people and improvers</u></b></p> <p>Support for 2019 Festival of Digital Disruption (within new venue)</p>	<p>6 events over 3 days Over 600 attendees expected, plus major promotional activity on national stage.</p>	<p>£8,000</p>

<p><b><u>Employment Support</u></b></p> <p><b>CSCS Training</b> - ongoing programme with Reading College, providing all-age training and support to gain construction skills certification. RUK supports un-funded elements of training and test costs, otherwise funded by College.</p> <p><b><u>Get That Job programme</u></b></p>	<p>Up to 10 courses per year 12 – 20 participants per course</p> <p>Removed from programme subj to discussions with partners</p>	<p>£3,500</p>
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