

Economic Needs Supply Rebuttal

**Town and Country Planning Act 1990
Section 78 appeal against the refusal of planning permission**

Witness: Richard Pestell, MPhil. MRTPI

Subject of Evidence: Economic Needs

Appeal: APP/W0340/W/25/3360702

Site: Land Bounded by Hoad Way and M4 and High Street,
Theale

Proposal: Full planning application for the construction of 2 employment units for flexible uses within Class E (light industrial), B2 and/or B8 of the Use Classes Order (including ancillary office provision) with associated enabling works, access from Hoad Way, parking and landscaping.

Date: 11th June 2025

Council Reference: 24/00145/FULMAJ

1 PARAGRAPHS 5.1.2 – 5.1.13 OF (CD 5.6) APPELLANT’S PROOF OF EVIDENCE

- 1.1 My evidence, including this note, was prepared before the Local Plan was adopted (10/06/25). Any references should now be taken to refer to the 2025 Adopted Local Plan.
- 1.2 In this evidence I turn to Savills PoE, paragraph 5.1.2 – 5.1.13 where Savills now discuss the Councils supply.
- 1.3 As context, Savills seek to discount supply despite their finding of exceptionally strong market demand and a suppressed market.
- 1.4 Sites are discounted because they are too small, or poorly located in Savills view.
- 1.5 However, if sites are in short supply occupiers will flex their requirements and not everyone can have, or wants to have, a site on a M4 Junction.
- 1.6 In this evidence I first review the criticisms at section 5 of Savills PoE before updating the supply as I understand it following this assessment.
- 1.7 I start with Padworth, before moving on to consider Greenham and then the suggestion at paragraph 5.1.12 that the Council can only demonstrate 113,785 sqm of supply as set out in Appendix B of the February 2025 assessment, now reduced (by Savills) to 87,000.
- 1.8 I show that this 87,000 sqm calculation provided by Savills appears to omit major elements of the Councils supply. Although, unusually Savills appear to add more supply than the Council.
- 1.9 Both the Savills and Council needs assessments are for the whole I&D sector, regardless of site or threshold. No threshold is applied to the Councils ELR, nor to Savills use of Co-star and net absorption.
- 1.10 So, the matching supply should also be for the whole I&D sector and not only for a undefined subset. Even small sites have been promoted for development by their respective landowner.
- 1.11 Savills clearly state this at their Reader Note (1.4 of February 2025, CD 3.2)) that:
- “When we refer to the I&L sector we mean Light Industrial Formally B1c use class now part of E), General Industrial (B2 use class) and Storage and Distribution (B8 use class). Effectively the primary use classes that require warehouses and factories, including ancillary offices and associated yard spaces. These use classes typically cover the diverse range of manufacturing and logistics companies that operate within England”*
- 1.12 I note that with all the Savills discounts, the Council has at least 9.7 years supply against a local plan need of 9,003 sqm per annum¹.
- 1.13 So if any of the sites they seek to now discount ‘fail’, including Greenham or Padworth the Council has more than 10 years supply; even on Savills assumption. My calculations are set out at the end of this evidence.
- LAND AT PADWORTH (5.1.5 – 5.1.8)**
- 1.14 The first site Savills seek to discount is Land at Padworth.
- 1.15 The site (3.1ha, 12,400 sqm) is now allocated in the new plan (ESA 6).

¹ The sum of the Inspectors ‘gap’ 98,196 sqm and the Known Supply (63,857 sqm) / 18).

- 1.16 In their PoE Savills seek to remove ESA6 on the basis of the flood Risk Sequential Assessment, that was prepared in 2023. So, would not appear to be new evidence for this appeal (or the EiP).
- 1.17 In Savills PoE they state that “it is clear from the Flood Risk Sequential Assessment [CD 1.30], now accepted by the Council, the ESA6 has a number of delivery constraints that meant it should be considered a longer term opportunity”
- 1.18 CD1.30 is the September 2023 Flood Risk Sequential Assessment submitted with the application and so I assume this is an error; the site was discounted in CD1.30 solely due to the size of the site. I understand that a new sequential assessment was provided as an appendix to the Appellant’s SOC (CD 3.3) and it is that document that Savills appear to rely on. As Savills themselves acknowledge the “scope of the Flood Risk Sequential Assessment is limited to understanding if a similar type of development, to that proposed at the Appeal Site, can be provided at an alternative site with a lower flood risk”. Therefore considerable caution is required when using this document for a completely different purpose; in this case assessing the deliverability of any site mentioned in it.

Background

- 1.19 The site is the residual area of what was formally a brownfield former oil terminal that operated in connection to nearby Greenham.
- 1.20 The operational use ceased over time and the site became available for redevelopment.
- 1.21 A large part of the former oil depot was permitted for redevelopment in late 2008 (08/01166/MINMAJ) as a waste and recycling depot. As part of the application contamination was considered, but as set out in the officers report this this was to be addressed via condition (CD8.9) Other conditions related to transport and access to the site.
- 1.22 Subsequent to the granting of planning permission the Council, and the applicant, discharged these conditions quickly. Conditions were discharged over 2009 and 2010 and the site opened in 2011. So around years from the grant of planning permission.
- 1.23 As discussed in the officers report (CD 8.9, 8.3.14) HGV movements are almost all towards the A4 Bath Road, as opposed to through the village of Padworth and it was not considered necessary to use a traffic management order to require this (the black sign outside the site is advisory). But this is not a major constraint because almost all goods vehicles would look to access the strategic road network and have no need to access the rural road network here.
- 1.24 It is also relevant, as regards highways and access from the south that, since permission was granted the Council has limited access to non West Berkshire residents; requiring non residents to use their own Borough facilities, or now pay a fee to access this site².

Savills justification for removing from the 10 year

- 1.25 Savills cite four reasons why the site is not available, despite it being a new allocation in this plan.
- 1.26 Firstly there are access ‘concerns’ with relation to the single track access to the A4. It is true that the M4 bridge (Padworth Lane) is single lane and traffic light controlled bridge for a short distance. But this would not appear to be a reason why the allocated site should fall out of the 10 year supply. The Waste Depot clearly manages with this constraint and the constraint was well known at the time of allocation.

² <https://www.bbc.co.uk/news/uk-england-berkshire-37008887>
RAPLEYS LLP | 3

- 1.27 The fact there is a traffic light controlled access would not appear to remove the allocation from land supply in years 1-10 but retain it as an allocation post year 10. Both the Councils ELR Addendum (2022) and the HELLA (2023) recognised these constraints and the site was still allocated in the development plan.
- 1.28 The traffic impact of the site will be determined by the end user and their proposal – which would reasonably work around these constraints, as the Waste Depot has done successfully.
- 1.29 West Berkshire has referred this element of Savills case to its transport team (Appendix 1). In summary they don't agree that Highways would prevent development of this site for B8 use within 10 years.
- 1.30 Secondly there is a high risk of contamination on the site and so it is not immediately available. No evidence is provided by Savills to support this assertion, i.e. that it will take longer than 10 years to address contamination issues. As noted above, this was not a significant limitation in delivering the depot.
- 1.31 As with Highways West Berkshire has sought advice from relevant Environmental officers (Appendix 2) who are familiar with the site. As with Highways they don't agree that the site is constrained and would not be delivered within 10 years. Their professional view, having experience of the site, including ongoing monitoring, is that the site is fully capable of being developed for industrial use within 10 years. As noted by the officers, industrial use is preferable to housing (or other uses).
- 1.32 Thirdly, the site is not being marketed. This is not a test of deliverability in the 10 year period and the site is not yet formally allocated. It is however included in a new plan as an allocation, reflecting its brownfield status, with the support of the landowner. Part of the purpose of any allocation to help de-risk delivery and facilitate market interest.
- 1.33 Fourthly, the 'rectilinear nature of the site means it would be incapable of providing a reasonable alternative to the proposed appeal development'. This would not appear to provide any grounds for removing the site from the supply given that I&D development comes in many different formats. As a brownfield site the Council would expect the promoter to identify a form and function of property that reflects this. Savills do not conclude that the site is not deliverable as a I&D site, only that it does not address their format. Simply because their client cannot deliver the type of unit they want on this site, does not mean that the site should be removed for the 10 year supply. This is of course a valid observation to make in the context of a flood risk sequential assessment; hence my scepticism about that document's use for assessing the site's deliverability.
- 1.34 In summary, the RfR is by reference to 10 year availability. Savills provide no persuasive evidence as to why this allocated site is not available within years 1-10 following its allocation. But, that it can be delivered in years 10+ of the plan. The Council's view is that this is a developable site with no known 'show stopping' issues. Its location, access, size and history are well understood by the planning authority and were not considered to weigh against allocation in the new plan.
- 1.35 When making the allocation the Local Plan Inspector was satisfied that all the allocated sites were deliverable in the short term, hence his conclusion at paragraph 266 (CD2.6):
- "The identified industrial and warehouse land supply should be sufficient to meet needs for several years after adoption"*
- 1.36 While, as a brownfield site, delivery will be more complex, it is clearly right that the Council should allocate the land to better facilitate and enable its development. In the context of a (Savills) overheated, and suppressed market, it is unclear why developers will not look to develop the allocated sites.

PARAGRAPH 5.1.8 (ESA3)

- 1.37 I have already noted in my Rebuttal Evidence that the February 2025 modifications were not relevant to economic needs (they related to 5YLS and one housing site³), and so it is unclear why these February Modifications are relevant to Savills case. All relevant Modifications (in this case MM67) were made, and consulted on in 2024.
- 1.38 Setting this aside Savills do not look to discount ESA3, land to the South of Trinity Grain. Doing so would not be logical given their I&D assessment is for all I&D uses and not only B8 logistics. In my opinion sites should not be removed because they are for specific end users, or for sub elements of the industrial use class.
- 1.39 In my view, and also it appears Savills, the site is available for I&D development within 10 years. B2 is clearly a I&D use.
- 1.40 However, given the site is allocated for a I&D use, one that falls within Savills frame of reference (para 1.4 of CD 3.2), it is unclear why the allocation of the land should be of concern to Savills, and especially when they don't discount the site from the supply.
- 1.41 This illustrates how Savill appear to apply a filter to their view of supply; only identifying supply they consider meets major logistics demand. This is despite no such filter being applied to their need case which considers all I&D demand without the use of any threshold.

PARAGRAPH 5.1.9 – 5.1.11 (GREENHAM BUSINESS PARK)

- 1.42 Savills accepted in their original evidence that there was 57,433 sqm of supply at the LDO (Greenham); this was in addition to land with Planning Permission (26,384 sqm) (8.5.4 Savills Report).
- 1.43 While the Council had counted land with Planning Permission on the LDO site (c20,000 sqm as per the Background Paper), it had not included this 57,433 sqm over and above what had been permitted and identified as 'supply' by Savills.
- 1.44 I understand that the Council broadly agrees with the 57,433 although it impossible to verify because Savills provide no data. However, if these permissions lapse, then they would be added back to onto the 57,433 sqm number as they become available for other schemes within the LDO limits.
- 1.45 I don't accept that Greenham should be set aside or downgraded because in, Savills opinion, it is "more appropriate for businesses primarily serving a local catchment or supply chain" when the Council (and Savills) assessments of need address all industrial and logistics needs.
- 1.46 It is unclear why (para 5.1.11 of Savills evidence) the relevance that the average size of unit is smaller than Savills proposed scheme and especially when the site is covered by a LDO to provide end users flexibility in their formats. Or that the largest unit on site was developed in 2004. The LDO was put in place to provide maximum flexibility for the site to respond.
- 1.47 It is also the case that new units on the estate have been purposely marketed as logistics units, most obviously branded as "A34 Connect"⁴ which have recently been taken by TP Link for their national distribution centre. The A34 connect scheme, ,within the LDO, provides for 11,729 sqm of purpose-built logistics space on a 2ha site (so approaching a 60% plot ratio).

³ https://www.localplanservices.co.uk/_files/ugd/017f5b_3d46152dd7c242de83fc3bd6bb486eef.pdf

⁴ <http://a34connect.com/>

Discounting Greenham

- 1.48 Savills PoE now discounts this supply by 25% to reflect the scope of the LDO which allows A1, A3 and D1 & D2 uses. It should be noted that the original Savills report did not seek to [quantitatively] discount supply from this site, simply stating that the assumption that all remaining capacity would be developed for I&L uses was “likely an overestimation”.
- 1.49 Savills, in their new PoE, remove 14,358 sqm of supply from Greenham (25%) because:
- ‘on reflection, I consider it prudent to assume that only 75% of the remaining floorspace will come forward for I&L’. (5.1.10 Savills PoE).*
- 1.50 They have also considered Co-Star and found justification because CoStar class 8% of the space as Retail and 19% office this supports their discount.
- 1.51 However; the LDO (CD 2.42) significantly limits scope for these uses.
- 1.52 The LDO limits A1 to 750sqm, A3 to 300sqm, D1 2,000 & D2 3000sqm – a total of 6,000sqm out of a total permitted capacity of 152,000 sqm. These limits are:
- “Maximum floorspace/area permitted within the LDO area (including baseline development)”*
- 1.53 Appendix F of the LDO (baseline) (CD 2.43) identified 3,760 sqm of these uses in the Baseline implying further capacity of less than 2,500 sqm (against a total remaining capacity of 57,433 sqm).
- 1.54 So; at most any discount for non industrial use would be minimal and not in the order of 25% Savills now consider ‘prudent’. They appear to have mis-interpreted the LDO and the fact that Co-star identifies 8% of the floorspace as ‘retail’ does not accord with the LDO baseline nor the formal planning position set out in the Framework document.
- 1.55 Also; if demand is as high, and land supply so short, as Savills argue it is reasonable to assume that the LDO land will be maximised for Industrial uses.
- 1.56 So; I conclude that there is no evidence to discount the LDO supply by 25% and doing so would be in breach of the Local Development order its self.
- 1.57 Nor does the suggestion that 17% of the park is in use for offices stand up to scrutiny The LDO limits total B1 office supply to 15% of the site, and this includes ancillary office space within industrial buildings. Ancillary space, for example the offices attached to a warehouse building, would not normally be counted and identified separately from the main use of any building when monitoring development so the scope of ‘stand alone’ office is severely limited.
- 1.58 The most logical reason is that Co-star is not allocating land uses in line with the formal planning position. In my main evidence I expressed reservations about the use of Costar data in a planning context. The fact 8% of the site is retail, and a further 19% is in ‘office’ use provides further evidence of its limitations for planning purposes.
- 1.59 If Savills are actually correct in the uses on the site, there is no scope for further office nor retail space to come forward and therefore no logic for the 25% discount.

5.1.12 (SAVILLS SUMMARY CALCULATIONS OF SUPPLY)

- 1.60 At paragraph 5.1.12 Savills refer to appendix B of their February 2025 report where they conclude that the Councils supply falls to 87,000 sqm, which I calculate provides 9.7years at worst (using the Councils assessment of need).
- 1.61 However oddly, in my view, Savills did not start their assessment from the Local Plan evidence base. As a result, they have counted elements of supply the Council did not, while

setting aside or omitting sites the Council include. Their assessment appears to be a new one, without reference to the Councils starting position.

- 1.62 The local plan supply comprised both sites with outstanding planning permission and proposed allocations. As set out in the SOCG [CD7.4] para 2.12, the Councils local plan supply stood at 122,267 sqm as per the Local Plan Employment Background Paper and comprised 63,867 sqm of 'known supply' and 58,400 sqm between the allocations.
- 1.63 The 'known supply' figure within the Local Plan Employment Background Paper has been taken from the December 2022 ELR Addendum that was informed by the Council's monitoring data.
- 1.64 This data reflects the base date of the Plan at the time (2022).
- 1.65 Most obviously the Council did not count land/floorspace within the LDO that did not benefit from planning permission. So the 57,433 sqm of LDO space, without planning permission that Savills carry forward and informs the majority of their 113,795 sqm supply (now discounted to 87,000 sqm of space in rebuttal).
- 1.66 This was a cautious approach but, as set out by Savills, the LDO has been delivering around 4,397 sqm per year and Savills therefore include this supply (CD3.2, para 8.5.4).
- 1.67 Nor did the Council include land with planning permission that was granted recently. Savills include 4 sites with Planning permission at table 8.1 of their February assessment. Two of these sites are not included in the Councils local plan supply because they post date the baseline date of the assessment and have only recently been granted planning permission (refs 1 and 2 in Table 8). Land East of Colthorp (ref.3 in Table 8.1) is the 'residual' capacity should the TVP permission be implemented. The fourth site, Black Lake Track, is included in the Council supply.
- 1.68 Taking these three 'new sites' the Councils supply increases by 9,245sqm. When added to Greenham LDO, and the pipeline set out in the ELR, this increases the Councils pipeline supply to 130,535 sqm.
- 1.69 I note that, were the Council to fully update its supply to the current date, we would also add further recently permitted schemes including a new Data Centre at Reading Quarry (PA ref: 20/02029/COMIND 9,992 sqm) Union House (PA ref: 22/01600/FUL 3,343 sqm) and a small storage unit at Treeworld Nursery (PA ref: 21/02917/FUL 163 sqm), while removing sites that have been developed.

CONCLUSION

- 1.70 The Savills assessment includes more supply than the Council; mainly because they have included planning permissions post base date for the ELR. They also included Greenham LDO, although now seek to discount this as discussed above.
- 1.71 The table below shows my original calculation, including between 40,000 – 60,000 sqm of land in the allocations. I have used the Inspectors range for the allocated sites in the new plan.
- 1.72 The allocations, if added/summed from the plan provide for slightly more floorspace (68,871 sqm) but that includes land with planning permission at ESA2 (Tower Works, also known as Land west of Ramsbury Road, Membury Industrial Estate, Lambourn Woodlands) which was counted as land with planning permission (10,381).

Table 1 – Need vs Supply using only the local plan recognised supply.

Years' supply	Sq m	pa	Source
Gross Need 2023-41	162,036	162,054	9,003 As per IR
Delivered			no published data
Pipeline			
Permissions*	63,857	63,857	CD 2.28 Table 2 (& App 2 ELR Update Dec 2022)
Allocations (ESA3,4,5 and 6)	40,000	60,000	Rounded by Inspector
Pipeline total	103,857	123,857	
Years' supply	11.5	13.8	Pipeline divided by gross per annum need

1.73 The table below shows the impact of the 'new supply' identified by Savills and discussed above. I have included the 'residual' land at ESA1 identified at ESA1, should the TVP proposal be delivered;

1.74 Because I am concerned that sites have been added to the supply I also show a variant with new sites removed. The reason the years supply increases is mainly because Savills promoted Greenham as new supply. This adds an equivalent supply to all the allocations in the Plan.

Table 2a & 2b - Need vs Supply using the local plan recognised supply – Plus Savills promoted supply.

Years' supply (inc new PPs)	Sq m	pa	Source
Gross Need 2023-41	162,036	162,036	9,003 As per IR
Delivered			no published data
Pipeline			
Permissions*	63,857	63,857	CD 2.28 Table 2 (& App 2 ELR Update Dec 2022)
Allocations (ESA3,4,5 and 6)	40,000	60,000	Rounded by Inspector
Greenham Business Park	57,433	57,433	-
New Savills PPs	9,245	5,645	Table 8.1 of Savills (CD3.2), sites 1-3 (site 4 inc. in Councils permissions). Note Residual of ESA1 only included if TVP implemented.
New Council PPs	13,498	13,498	WBC - three recent PPs
Pipeline total	184,033	200,433	
Years' supply	20.4	22.3	Pipeline divided by gross per annum need

Years' supply (ex new PPs)	Sq m	pa	Source
Gross Need 2023-41	162,036	162,036	9,003 As per IR
Delivered			no published data
Pipeline			
Permissions*	63,857	63,857	CD 2.28 Table 2 (& App 2 ELR Update Dec 2022)
Allocations (ESA3,4,5 and 6)	40,000	60,000	Rounded by Inspector
Greenham Business Park	57,433	57,433	-
New Savills PPs	3,600		Table 8.1 of Savills (CD3.2), sites 1-3 (site 4 inc. in Councils permissions). Note Residual of ESA1, 3,600 sqm only included if TVP implemented.
New Council PPs			WBC - three recent PPs
Pipeline total	164,890	181,290	
Years' supply	18.3	20.1	Pipeline divided by gross per annum need

1.75 In my original evidence I stated that I could not understand why Savills evidence did not relate to the supply of land that was discussed at the EiP, particularly why a significant quantum of land with planning permission had not been considered.

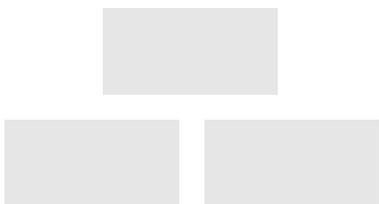
1.76 Paragraph 5.1.12 of Savills PoE states a maximum supply of 113,795 and an alternative at 87,000. This would provide between 9.7 and 12.6 years supply against the requirement set by the new Local Plan.

Table 3 – Need vs Supply using only Savills promoted supply.

Years' supply	Sq m		pa Source
Gross Need 2023-41	162,036	162,036	9,003 As per IR
Delivered			no published data
Pipeline			
Permissions*			
<i>Allocations (ESA3,4,5 and 6)</i>			
ESA1 Residual (if TVP implemented)			
Greenham Business Park			
New Savills PPs			
New Council PPs			
Negative Adjustment for Beenham			
Pipeline total	87,000	113,795	From Savills PoE 5.1.12
Years' supply	9.7	12.6	Pipeline divided by gross per annum need

- 1.77 On the lower scenario (9.7 years) West Berkshire is only around 3,000 sqm short of its 10 year number. As I have noted above:
- recent planning permissions, post dating the ELR and not included in the Savills assessment is 13,000 sqm.
 - The local plan progressed with a pipeline of approximately 63,000 square metres of land with planning permission, including 20,000 sqm of space at the Greenham LDO (and in addition to the 57,000 LDO supply counted by Savills). Savills do not take this supply into account concluding how much land has planning permission (pipeline).
- 1.78 Given Savills have omitted large elements of the Councils supply, limiting their assessment to only four sites with planning permission; while adding in supply at Greenham, it is reasonably clear that the Council can demonstrate more than 10 years supply.
- 1.79 I understand in Savills PoE they don't consider all I&D supply relevant to their case, only supply that can, in their view meet 'strategic needs'. But both the Council need assessment, and Savills, is for all Industrial Uses and not only 'strategic'. Given this, approach has been taken, there would not appear to be any rationale why all deliverable I&D supply is not counted.
- 1.80 As noted in the introduction the Council had sought to agree supply matters through the SoCG because, as shown above, elements of the Councils supply appear to be omitted while new elements included.

Email from Highways re delivery of ESA6_250609



From: [REDACTED]
To: [REDACTED]
Subject: RE: LPR site allocation ESA6
Date: 09 June 2025 14:50:02
Attachments: [REDACTED]

Hi Sarah thank you for your e-mail.

As discussed earlier today, the development of this site would always be predicated on the submission of a transport assessment with capacity analysis of the traffic signals on Padworth Lane bridge to ensure that those signals could accommodate the additional traffic from the development site, or whether they needed adjusting in anyway. This is to ensure that traffic does not queue onto the A4 to the north.

Should the capacity analysis reveal that the signals may struggle with regards to capacity, then we could limit the proposed use of the site to lower intensive traffic generators such as B8, etc. But I must say that with the HWRC, we are unaware there is any particular issue with regards to traffic congestion with the signals. I would therefore suggest that it would be unlikely the proposed allocation would cause any issues, but the transport assessment would need to tell us this.

With regards to timelines, I must say this is not particularly relevant in my view. This is because the above assessment would need to take place regardless of when the allocated development was to be delivered. If anything, I would suggest a preference that the site is built out earlier, rather than later in anticipation of future traffic growth on the A4 and in general.

I hope that this provides you with some helpful clarification,

Best wishes

Please note that I will be on annual leave from Friday June 13th until Thursday June 26th 2025

Paul Goddard (he/him)
Highways Development Control Team Leader
Environment Department, West Berkshire Council, Market Street, Newbury RG14 5LD
[REDACTED]
www.westberks.gov.uk

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The majority of our office based teams are working from home. We are fully enabled to work remotely so this will not impact on our service to our clients or our colleagues. However, we do require that all communications are sent to us electronically by email so that we will be in a position to receive and respond. Thank you for your co-operation.

From: Sarah Conlon [REDACTED]
Sent: 09 June 2025 12:07
To: Paul Goddard [REDACTED]
Subject: LPR site allocation ESA6
Importance: High

Hi Paul,

As just discussed, the appellants for the site at Hoad Way are arguing that the site at Padworth (PAD4) is a longer-term opportunity and should not form part of the Council's 10 year supply. The appellant's Proof states the following with regard to Highways concerns:

removed. Within this document, ESA6 - Land adjacent to Padworth IWMF, Padworth Lane, is not considered a suitable or a reasonable available alternative to the Appeal Site on the basis that:

- There are highways concerns with the site, principally in relation to the single track access to the A4;

There is a high risk of contamination which means the site is not immediately

The site is allocated for B2 and/or B8 uses within the LPR (to be considered for adoption tomorrow evening at Council) and the policy (ESA6) requires proposals to submit a Transport Assessment, which will consider the impact on Padworth Lane, the bridge and traffic lights on Padworth Lane, the junction with the A4, and the A340/A4 roundabout.

Are you able to confirm whether or not the access could delay the delivery of the site which could result in its removal from the Council's 10 year supply?

Given the deadline for the rebuttal, I'd be grateful if you could respond by close of play today.

Many thanks,
Sarah

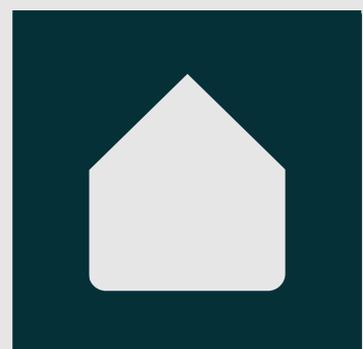
Sarah Conlon
Principal Planning Officer

Planning Policy, Development & Housing, West Berkshire Council, Market Street, Newbury, RG14 5LD

www.westberks.gov.uk

Please note that I work part-time (Monday to Thursday)

Email from Environmental Health re delivery of ESA6_250610



From: [REDACTED]
To: [REDACTED]
Subject: RE: LPR site allocation ESA6
Date: 10 June 2025 14:38:43
Attachments: [REDACTED]

Hi Sarah,

The site has the potential to be contaminated due to its previous use as an oil terminal. During previous site investigations by other parties at the facility, separate phase middle distillate type product (mainly kerosene) was identified above groundwater in a number of monitoring wells and as dissolved phase hydrocarbons detected in the groundwater.

The hydrocarbon impacts to the ground were centred on the former rail loading gantries with evidence of migrations of a plume of hydrocarbon separate and dissolve phase hydrocarbon product towards the north east. However, no separate phase product has been encountered beyond the site boundary.

In December 2001, ENVIRON was formally commissioned by Conoco Limited (now ConocoPhillips) on behalf of ConocoPhillips (CoP) and the Oil and Pipeline Agency (OPA) to carry out Groundwater Remediation at their oil terminal facility at Aldermaston.

The remedial works have achieved a significant reduction in extent of residual hydrocarbons, and a notable decrease of separate phase product of 30,000+ litres (based on measured corrected resting thickness and extent), and corresponding treatment of hydrocarbons of 82,900 litres (69,500kg) through the treatment of all phase (vapour, dissolved and separate, as well as the effects of biodegradation). However, biodegradation could be considerably higher (>40,000 litres more if based on the estimation of biodegradation of hydrocarbons correlating to the depletion of oxygen levels). In addition over 28,500,000 litres groundwater have been abstracted and been treated through the remediation system.

Overall, it is considered that the primary objectives of the remedial works have been achieved with the substantial treatment of nearly 83,000 litres and possible even significantly more. However, residual, dissolved and some modest separate phase hydrocarbons remain on site, although based on analysis of groundwater samples from off site locations, these are not representing the predicted level of risk that has been assessed by groundwater risk assessment modelling.

Although it appears that there still appears to be a level of residual contamination present – albeit this is back in 2008 – and probably a high degree of bioremediation has since taken place up to resent day, the site is not heavily contaminated and will not take 10 years to become available to be redeveloped.

Furthermore as the site is proposed for industrial/commercial use which is a much less sensitive end use for the site, meaning that higher levels of contamination will be permitted to be present on site as the risk is lower. Typically industrial/commercial sites will have a large percentage of hardstanding on site effectively creating a cap between any residual contamination present and the end user of the site.

Regards

Russell Davidson
Senior Scientific Officer
Public Protection Partnership

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Twitter: [@PublicPP_UK](https://twitter.com/PublicPP_UK)

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From: Sarah Conlon [REDACTED]
Sent: 10 June 2025 13:58
To: Russell Davidson [REDACTED]
Subject: LPR site allocation ESA6
Importance: High

Hi Russell,

As just discussed, the appellants for the site at Hoad Way are arguing that the site at Padworth (PAD4) is a longer-term opportunity and should not form part of the Council's 10 year supply. The appellant's Proof states the following with regard to contamination concerns:

- There is a high risk of contamination which means the site is not immediately available;

The site is allocated for B2 and/or B8 uses within the LPR (to be considered for adoption this evening at Council) and the policy (ESA6) requires proposals to be informed by a desk based assessment (as a minimum) detailing the likelihood and extent of land contamination, followed by, where necessary, an intrusive investigation and undertaking of appropriate remediation measures.

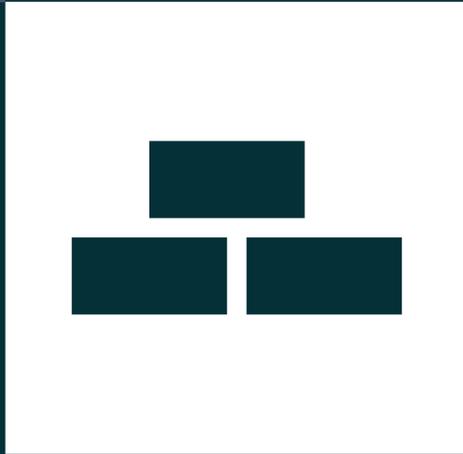
Are you able to confirm whether or not you consider that the risk of contamination on the site could delay the delivery of development which could result in its removal from the Council's 10 year supply?

Given the deadline for the rebuttal, I'd be grateful if you could respond by close of play today.

Many thanks,
Sarah

Sarah Conlon
Principal Planning Officer
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Please note that I work part-time (Monday to Thursday)



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