

21 January 2020

To: Councillors Phil Barnett; Jeff Beck; Nigel Foot; Roger Hunneman; Pam Lusby Taylor; Stephen Masters; Vaughan Miller; Andy Moore; Gary Norman; Tony Vickers

Substitutes: Jeffery Cant, Martin Colston, Jo Day, David Marsh; Jon Gage

Also: All Members of the Town Council for information.

Dear Councillor

You are summoned to attend a meeting of the **Planning & Highways Committee** to be held in the Council Chamber, Town Hall, Market Place, and Newbury on **Monday 27th January 2020 at 7.30pm**. The meeting is open to the press and public.

Yours sincerely,

Hugh Peacocke
Chief Executive Officer

1. **Apologies**

Chief Executive Officer

2. **Declarations of Interest and Dispensations**

Chairperson

To receive any declarations of interest relating to business to be conducted in this meeting and confirmation of any relevant dispensations.

3. **Minutes (Appendix 1)**

Chairperson

3.1 To approve the minutes of a meeting of the Planning & Highways Committee held on Monday 6th January 2020 (already circulated). (Appendix 1)

3.2 Report on actions from previous minutes.

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to continuing to make Newbury a
better place to live, work and visit

4. Questions and Petitions from Members of the Public

Chairperson

5. Members' Questions and Petitions

Chairperson

6. Schedule of Planning Applications (Appendix 2)

Chairperson

To comment on the planning applications listed at the attached schedule for which there are members of the public present.

7. Schedule of Prior Approval Applications (Appendix 3)

Chairperson

To comment, if relevant, on prior approval applications listed at the attached schedule.

8. Schedule of Planning Decisions (Appendix 4)

Chairperson

To receive and comment as necessary on the planning decisions and recommendations of the planning authority listed at the attached schedule.

9. Town and Country Planning Act 1990

Application No: 18/00603/COMIND for the renewal and expansion of existing football pitch including artificial pitches for Newbury Football Club, Faraday Road, Newbury.

Newbury Town Council's Comments (submitted 11/05/2018):

Objection/comments:

1) A transport statement should have been provided. We support the objection of the Highways Officer on grounds of reduced parking capacity. 2) We were advised that issues of parking and improved facilities for players are covered by a second planning application which is still being validated. We consider that the present planning application should only be considered jointly with this second one, in order to understand the complete range of facilities being proposed for players.

Further comments made 06/01/2020 Minute no. 107: Members of Newbury Town Councils Planning & Highways Committee will support this application when considered by the Western Area Planning Committee.

Chairperson

To note that the above-mentioned Appeal is to be decided on the basis of an exchange of written statements. A copy of the document will be available at the meeting. Should the Council wish to make any comments at this stage, or withdraw, modify or add to any earlier comments the Council might have made, or request a copy of the decision letter, the Council should write to the Planning Inspectorate by Monday 10th February 2020.

10. Schedule of Appeal Decisions (Appendix 5)

Chairperson

To receive and comment as necessary on the planning decisions and recommendations of the planning authority listed at the attached schedule.

11. Update from The Western Area Planning Committee

Chairperson

To receive an update on any relevant business from the Western Area Planning Committee.

12. Sandleford Park Joint Working Group – Update

Chairperson

To receive an update on any relevant information.

13. Section 215 update

Chairperson

To consider additions to the current list of lands

14. West Berkshire District Council Draft Environment Strategy 2020-2030 (Appendix 6)

Chairperson.

To agree any response by the Council to the consultation

15. Forward Work Programme for Planning and Highways Committee meetings 2018/19 (Appendix 7)

Chairperson

To note and agree any other items that Members resolve to add to the Forward Work Programme.

Please note that questions from Councillors and Members of the public must be submitted in writing by 2pm on the day of the meeting.

Minutes of a meeting of the Planning and Highways Committee held in the Council Chamber, Newbury Town Council, Town Hall, Market Place, Newbury on Monday 6th January 2020 at 7.30 pm.

Present

Councillors Phil Barnett; Jeff Beck (arrived 7.51 pm); Nigel Foot; Roger Hunneman; Pam Lusby Taylor; Stephen Masters; Vaughan Miller; Andy Moore; Gary Norman (Chairperson) & Tony Vickers.

In Attendance

Hugh Peacocke, Chief Executive Officer
Kym Heasman, Corporate Services Officer

120. Apologies

No apologies.

121. Declarations of interest

The Chief Executive Officer declared that Councillors Phil Barnett, Jeff Beck, Stephen Masters, Andy Moore and Tony Vickers are also Members of West Berkshire Council, which is declared as a general interest on their behalf and a dispensation is in place to allow them to partake in discussions relating to West Berkshire Council business.

The Chief Executive Officer made the following statement on behalf of Councillors Phil Barnett, Jeff Beck and Tony Vickers who are Members of West Berkshire Council Planning Committee and Stephen Masters and Andy Moore who are Substitute Members of West Berkshire Council Planning Committee: "I wish to make it clear that any comments I make tonight are only being made in relation to the formulation of the Town Council's view and is not in any way prejudging the way that I may vote when any application is considered by West Berkshire District Council. At that time, I will weigh up all the evidence."

122. Minutes

The Chief Executive Officer reported the following regarding actions from the previous meeting:

- **Minute No. 107:** Electric Charging Points – Letter was Written to Planning Authority and a Meeting is being arranged to discuss the matter.
- **Minute No. 114:** BT Tower – On 18th December 2019 a telephone conference between BT, with Councillors Gary Norman and Martha Vickers. During this conversation Newbury Town Council emphasised that this is about tackling the visual impact of the Tower and not normal maintenance matters. Newbury Town Council is now awaiting BT's response.
- **Minute No. 117:** Canal Corridor – Chief Executive Officer has advised the Planning Authority that Newbury Town Council had approved the chapter and asked for approval as a material consideration in the planning process.

- **Minute No. 118:** Base Station upgrade, Wash Common Tower – Chief Executive Officer advised the promoters that Newbury Town Council Supported this.

Proposed: Councillor Andy Moore

Seconded: Councillor Nigel Foot

Resolved: That the minutes of the meeting of the Planning & Highways Committee held on Monday 9th December 2019, be approved and signed by the Chairperson.

123. Questions and petitions from members of the public

There were none.

124. Members' questions and petitions

Question received from Councillor Martha Vickers:

"Following the tragic accident on the A339 over Christmas will the Town Council ask West Berkshire Council to investigate as a matter of urgency how this busy stretch of road can be made safer for pedestrians?"

The Chairperson replied with the following answer:

"we will raise this as a matter of urgency, requesting the Highways Authority to respond, ASAP"

125. Schedule of planning applications

Resolved that the observations recorded at Appendix 1 to these minutes be submitted to the planning authority.

126. Schedule of Prior Approval Applications

Resolved that the observations recorded at Appendix 1 to these minutes be submitted to the planning authority.

127. Schedule of Planning Decisions

Information was received and noted by the committee.

128. Schedule of Licensing Applications

It was agreed that the following observation be submitted:

- Premises License 19/01660/LQN (New) – Unit 5, Plenty Close, Newbury.
Applicant: Specialist Auctions Ltd T/A Special Auction Services

No objection

129. Schedule of Appeal Decisions

Information was received and noted by the committee.

130. Update from the Western Area Planning Committee

One application relevant to Newbury was considered – Waterside Centre, there were objections from Camp Hopsons. However, the application was passed.

The Applications Regarding Newbury Football Club and new football pitch will be going to appeal. Members of Newbury Town Councils Planning & Highways Committee will support this application when considered by the Western Area Planning Committee.

Proposed: Councillor Vaughan Miller

Seconded: Councillor Jeff Beck

Resolved: To support Newbury Football Club applications when considered by the Western Area Planning Committee.

131. West Berkshire Council Local Plan Review

Members agreed to the changes made to the response to the local plan with exception of the change made on page 33, relating to the Sandleford Strategic site allocation. Members agreed that the site needs to be reviewed given the climate emergency statements that have been made by Newbury Town Council and West Berkshire District Council.

Proposed: Councillor Stephen Masters

Seconded: Councillor Tony Vickers

Resolved: That Members agreed to changes made in this Council's response (December 2018) as attached to the agenda at appendix 7, with the addition of the following:

"Page 33, any proposals for the Sandleford Strategic site allocation need to meet our sustainability requirements. Given the Climate Emergency declarations by this Council and West Berkshire District Council, the choice of Sandleford as a strategic site needs to be reviewed."

132. Sandleford Park Joint Working Group – update

Meeting of Sandleford Park Joint Working Group, to discuss the Warren Road application, is scheduled for Wednesday 22nd January 2020, to be held at the Greenham Common control tower.

Councillors attending on behalf of Newbury Town Council Planning & Highways Committee are: Councillors Nigel Foot, Roger Hunneman and David Marsh.

133. No Expressway Group

It was agreed to refer the matter to the Climate Change Working Group, for the Working Group to consider having this matter on the agenda for the next Workshop and invite the No Expressway group to make a presentation.

134. The draft Transport Strategy for the South East

Members supported all the sustainable aspects of the strategy together and were encouraged by the aspirations of an integrated transport system internally, and with neighbouring regions. Members would, however, be firmly against any plans for widespread road building or promoting the increased use of cars. Further, members feel that the 2050 date for carbon neutrality is nowhere near ambitious enough and needs to be nearer to 2030. Members would also like to see the electrification of the railway to be reinstated to Oxford and to be continued to the west of Newbury.

135. Forward work programme for Planning and Highways Committee meetings 2019/20

Information was received and noted by the committee.

It was agreed that the item of Section 215 be on next agenda for Monday 27th January 2020 and the Towns Council bike parking be added to the agenda of the scheduled meeting on Monday 17th February 2020.

There being no other business the Chairperson declared the meeting closed at 21:31 hrs

Chairperson

Planning & Highways Committee Meeting
Schedule of planning applications - Resolutions

Running Order	Resolutions	Application Number	Location and Applicant	Proposal
1	No objection.	<u>19/02961/LBC2</u>	The Old Malthouse, St Richards Road, Newbury for Mr I Dryden	Erection of conservatory to rear of property
2	No objection.	<u>19/02960/HOUSE</u>	The Old Malthouse, St Richards Road, Newbury for Mr I Dryden	Erection of conservatory to rear of property
3	No objection.	<u>19/02754/FUL</u>	36 Turnpike Road, Newbury for Mrs J Skeet	Proposed single storey front extension
4	No objection.	<u>19/03016/FULEXT</u>	1 Hutton Close, Newbury for David Wilson Homes	Section 73a Variation of Conditions 2 - Approved Plans and 22 - Parking of previously approved application 17/01348/FULEXT: Removal of existing buildings (bungalows and flats) and erection of 80 residential dwellings, associated car/cycle parking, landscaping, access and infrastructure.
5	No objection.	<u>19/03050/ADV</u>	Europcar Group UK Ltd, 8 Fleming Road, Newbury for Enterprise Rent- A- Car UK Ltd	Two illuminated box signs 5500mm wide (fascia sign 1). An illuminated box sign 4200mm wide (fascia sign 2). One double pylon sign (other type 1). One double sided car club band sign (other type 2).
6	No objection.	<u>19/02978/FUL</u>	Andrew House, Newbury Business Park, London Road, Newbury for Vodaphone Ltd	installation of a new perimeter security fence, with a concertina vehicular access gate and pedestrian turnstile.
7	No objection.	<u>19/03003/DEMO</u>	The Court House and 20 Mill Lane, Newbury for Homes England	Application for prior notification of proposed demolition.

8	No objection.	19/03047/HOUSE	13 Courtlands Road, Newbury for Mr & Mrs Mathews	Single storey rear extension and internal modifications.
9	No objection.	19/02987/HOUSE	6 Chestnut Crescent, Newbury for Mr & Mrs Prout	Single and two storey rear extension and proposed front porch.
10	No objection.	19/02965/HOUSE	21 Bartlemy Close, Newbury for Mr & Mrs Williams	Formation of habitable room in roof space with side and rear dormers.
11	No objection.	19/02969/HOUSE	58 Valley Road, Newbury for Mr & Mrs T Martin	Proposed two-storey side extension and single-storey rear extension with associated alterations following demolition of garage and single storey utility to side of house.
12	Objection / comments: Members are in support of the comments made by the Highways Officer.	19/02892/FUL	The Dental Practice, 2 Essex Street, Newbury for Dr Seepal Singh	The addition of a perimeter wrought iron bow topped fence.
13	No objection.	19/03007/HOUSE	Wedgcroft Round End Newbury for James Manuel & Kathryn Lee	Two storey side extension, single storey rear extension and alteration. New front dormer and Velux rooflight.
14	Support	19/03077/COMIND	Newbury Baptist Church, Moreton Hall, Cheap Street, Newbury for Newbury Baptist Church	Redevelopment of site comprising retention of main church building; demolition of single and two storey elements and erection of part single, part two storey extension to main church building to provide enlarged and enhanced community facility
15	No objection.	19/03078/HOUSE	55 Enborne Road Newbury for Ms Julia Fowler	Loft conversion with one dormer window for height for stairs. 5 Velux windows.
16	No comment	19/03034/FUL	Peregrine House, Enborne, Newbury for Mr Graham Knight	Alterations to the existing access arrangements to provide a second access to Peregrine House with associated hard and soft landscaping works.

APPENDIX 2**Application for Prior Approval**

Running Order	Resolution	Application Number	Location and Applicant	Proposal
1	No objection.	<u>19/03117/PASSHE</u>	46 Valley Road, Newbury for Clare Carroll	Application for prior approval for Single storey rear extension to form open plan kitchen and living space with external materials to match existing. 3.95m beyond rear wall x 3.63m max height x 2.50m height at eaves.

Planning and Highways Committee Meeting
Schedule of Planning Applications
Monday 27th January 2020

Members are requested to consider the following planning applications, details of which will be tabled at the meeting and which are available for reference at the town hall prior to the meeting.

Running Order	Ward	Application Number	Location And Applicant	Proposal
1	Clay Hill	<u>20/00022/HOUSE</u>	113 Turnpike Road, Newbury for Mr & Mrs Redmond	Two storey rear extension with part two storey and part single storey side extension, creating a new kitchen / diner, downstairs shower/toilet room, and additional bedroom and en-suite.
2	Clay Hill	<u>19/03057/HOUSE</u>	76 Pear Tree Lane, Newbury for Mr & Mrs Lucas	A loft conversion with rear dormer to include 2x front roof lights, 2x rear windows. Change to existing fenestrations – single door and windows to French doors – addition of 2x roof lights on existing rear extension. Garage conversion.
3	Clay Hill	<u>20/00056/HOUSE</u>	32 Regnum Drive Shaw, Newbury for Mr Broom-Edwards	Section 73: variation of Condition 2 – Approved plans to include dormer of previously approved application 19/01553/HOUSE: Extensions and alterations including loft conversion.
4	Clay Hill	<u>20/00109/HOUSE</u>	15 Two Rivers Way, Newbury for Mr & Mrs Wasko	Conversion and extension of garage with link to house to provide bedroom and shower room.
5	East Fields	<u>20/00015/HOUSE</u>	117 Boundary Road, Newbury for Mr & Mrs Metcalf	Rear Extension.
6	Speenhamland	<u>20/00070/HOUSE</u>	5 Ormonde Gardens, Newbury for Mr & Mrs Grimditch	Proposed single storey rear extension, porch extension and conversion of integral garage into habitable space.
7	Wash Common	<u>19/03202/HOUSE</u>	136 Andover Road, Newbury for Mr & Mrs Twomey	Garage conversion.

8	Wash Common	20/00014/FULD	Land Adjoining 11 Pond Close, Newbury for A, D & E Property Ltd	Removal of derelict garages and erections of 2no. flats, together with associated landscaping and parking.
9	Wash Common	20/00120/HOUSE	19 Wendan Road, Newbury for Mr & Mrs Marriage	Section 73: Variation of Condition 2 (approved drawings) of previously approved application (18/03374/HOUSE): Single storey rear extension and detached garden studio.
10	West Fields	19/03049/LBC2	4 Argyle Road, Newbury for Mr Claire Struthers-Semple	Internally insulating the external walls of two rooms, partially demolishing the dividing wall between the two rooms and removing the horizontal ceilings in these two rooms.
11	West Fields	20/00038/FUL	28-29 Northbrook Street, Newbury for Colosseum Dental	Change of use of shop (use class A1) to dental practice (use class D1) and associated works.
12	Adjacent Parish (Speenhamland)	20/00047/RESMAJ	Land Adjacent to Hilltop Oxford Road, Donnington, Newbury	Approval of reserved matters application for phase development of 179 dwellings following approval of outline application 14/02480/OUTMAJ (APP/W0340/W/16/3143214). Matters to be considered: Appearance, Landscaping, Layout and Scale.

Application for Prior Approval

These are applications for Prior Approval under the 2013 amendments to Permitted Development. Because West Berkshire Council are required to inform nearby residents and display a public notice, West Berkshire Council is notifying the Parish / Town Council of the proposals in case interested parties should contact us. However, **we are not required to comment**, the decision can only be taken based on the criteria set out in The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 [SI 2013No1101]. **Please be aware NTC are not allocated plans for us to consider**, but on-line details are available via the Application Number link.

Running Order	Ward	Application Number	Location And Applicant	Proposal
1	West Fields	20/00035/PACOU	Phoenix Court, Bartholomew Street, Newbury for Bullfinch Homes Ltd	Conversion of office building in to 4 self-contained apartments (two 1 bed and two 2 bed).

**Planning and Highways Committee Meeting
Monday 27th January 2020**

**Schedule of planning decisions & recommendations made by West Berkshire Council
(WBC)**

Application No.	Location And Application	Proposal	NTC Observations
<u>19/02808/HOUSE</u>	57 Rectory Close, Newbury for Mr & Mrs Richards	Proposed roof space conversion and associated first floor alterations.	No objection
WBC Final Decision – Refused			

Application No.	Location And Application	Proposal	NTC Observations
<u>19/02676/HOUSE</u>	37A Russell Road, Newbury for Mr P Richardson	Section 73: Variation of Condition 2 - Approved plans and Condition 3 - Materials of previously approved application 18/00541/HOUSE: Demolish single-storey garage and rear conservatory. Proposed two-storey side and rear extensions and loft conversion, to create large family home. Widen existing dropped kerb access to provide four off-road parking spaces.	No objection.
WBC Final Decision – Refused			

**Planning and Highways Committee Meeting
Monday 27th January 2020**

Schedule of Appeal Decisions Made by The Planning Inspectorate

Application No.	Location And Application	Proposal
<u>19/01084/FULD</u>	60-62 Brook House, Northbrook Street, Newbury for Mr James Sieradzki	Erection of a mansard style roof extension to facilitate the provision of 4 no. self-contained dwelling houses comprising 2 no. 1 bed flats and 2 no. studios.
NTC Observations: No objection provided a contribution is made to the Car Club.		
Planning Inspectorate's Decision – The Appeal Is Dismissed.		

Start date: 2020-01-09


End date: 2020-02-21

Results: 2020-05-30

Draft Environment Strategy 2020-2030


Have your say on our draft Environment Strategy

Background

In response to declaring a Climate Emergency in July 2019, we have developed a  [draft Environment Strategy \[1Mb\]](#), which details the different ways we, with the help of the local community, can contribute towards tackling the climate crisis and achieving [carbon neutrality](#) by 2030. We will seek to take the lead by putting our 'own house in order', but this strategy cannot be delivered by us alone.

How did we develop our draft strategy?

We have considered the aspirations of our Health and Wellbeing Board's West Berkshire Vision 2019-2036, the six priorities for improvement, specifically to maintain a green district, in the Council Strategy 2019-2023, and our Transport and Planning policies and strategies. All of these documents can be found on our [policies and strategies page](#).

We have also  [reviewed and analysed relevant data \[1Mb\]](#) and engaged with a range of stakeholders over the last six months to gain insights into the priorities, challenges and opportunities related to our carbon neutral target and wider environmental concerns.

Why do we want your views?

We would like to hear your views on our  [draft Environment Strategy 2020-2030 \[1Mb\]](#).

The survey should take approximately 15 minutes to complete and your feedback will be used to shape the final strategy, which will be approved by elected members at the [Executive Meeting on 30 April 2020](#).

Following this meeting, a summary of the responses received will be posted on this page and the final strategy will be published on our [policies and strategies page](#).

What happens next?

As we learn more about the technical nature of carbon reduction strategy, and in developing and implementing the delivery plan for the strategy, there will need to be more external engagement with the local community, schools, town and parish councils, local environmental groups and the business community.

[Take part in this consultation](#)

Who To Contact

Energy Management Team:

Contact details for our Energy Management Team

energymanagement@westberks.gov.uk

01635 503265

[More contact information for Energy Management Team](#)

Read More About

[Policies and Strategies](#)

[The Local Plan](#)

Documents

[Draft Environment Strategy 2020-2030 Summary document \(January 2020\) \[714kb\]](#)

[Draft Environment Strategy 2020-2030 Supporting Information \(January 2020\) \[1Mb\]](#)

[West Berkshire Vision 2036 \(2019\) \[16Mb\]](#)

[West Berkshire Council Strategy 2019-2023 \[13Mb\]](#)

Other Websites

[The Committee on Climate Change website](#)

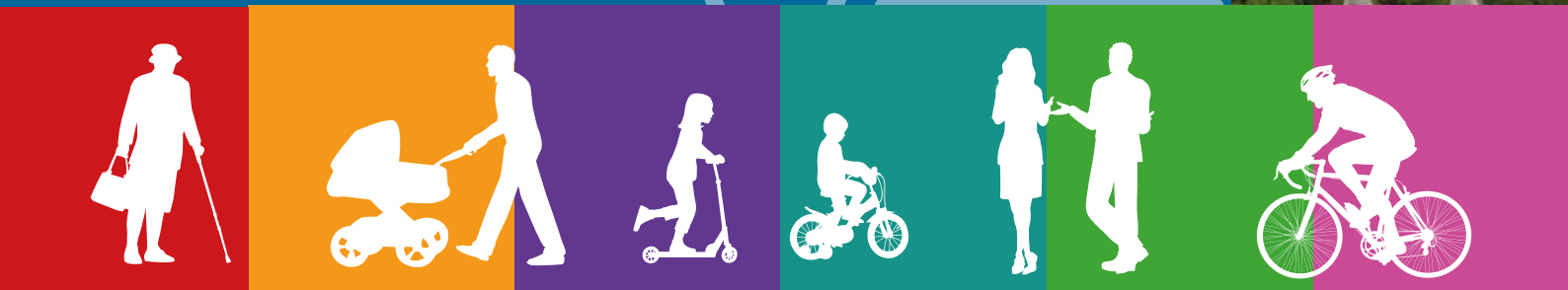
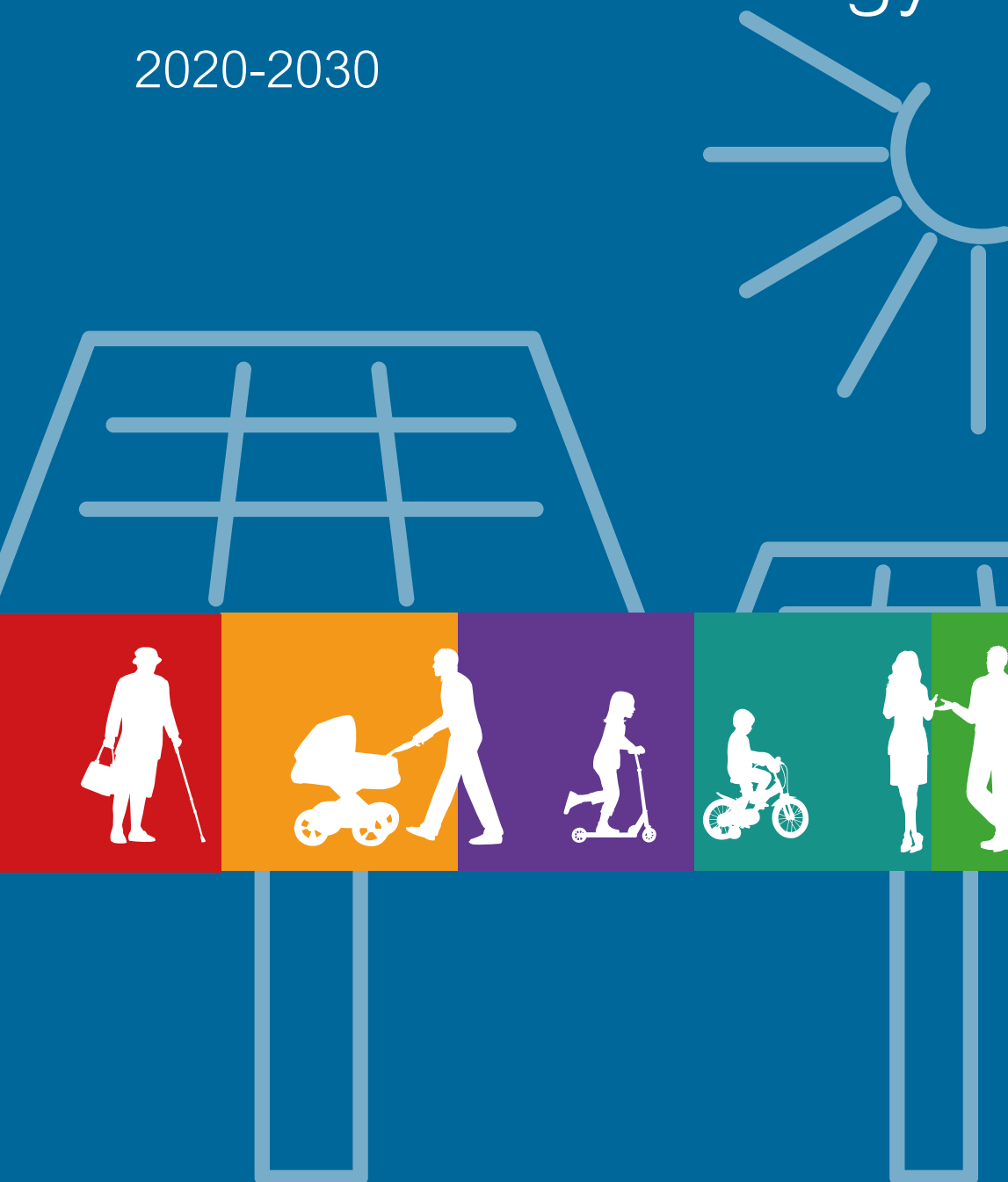
[National Atmospheric Emissions Inventory website](#)

[Executive Meeting on 30 April 2020](#)

This page was last updated on 09 January 2020

Environment Strategy

2020-2030



WestBerkshire
C O U N C I L

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1. Foreword

The challenge we all face with regard to climate change is recognised across the globe. There is an increasing need for action if we are to respond to the danger this poses to our people, our wildlife and our environment. Locally, we took an important step by acknowledging this when West Berkshire Council unanimously declared a Climate Emergency on 2nd July 2019. In doing so we highlighted the fact that the Council, our partners and our local communities all needed to play their part in response.

On 28th October 2019 we held our first West Berkshire Climate Conference at which we committed to taking a leading role locally. We asked for comments and suggestions at the conference which have now been built into the draft strategy that follows.

There are some initiatives we have already committed to making a start on since January

2019 which we know will make a positive contribution to protecting and preserving our natural environment as well as to becoming carbon neutral by 2030. These include:

- installing more solar panels across our estate, aiming for a significant contribution from solar energy towards the Council's energy consumption and beyond;
- continuing to increase the number of charging points for electric vehicles in West Berkshire;
- conducting a Council carbon audit so we understand our challenges and be better placed to become carbon neutral by 2030;

There are also other projects that we intend to explore in the coming years which, alongside mitigation and offsetting activities, will help us along the path to a greener and carbon neutral

West Berkshire by 2030. These will be turned into a detailed delivery plan once the final draft is approved.

While we want to lead on this important issue, we know the Council cannot deliver this strategy alone: everyone in West Berkshire has a role to play. The changes we are all able to make will vary in size but all are important as we work towards our shared aspiration. A comment was made at the recent conference that we all need to consider our own priorities and behaviours if we are to rise to the challenge that climate change presents to us all. The Council wants to do precisely this through the publication of this strategy, which we hope will act as a catalyst to residents, businesses and interested groups.

This Council, over successive administrations, has a strong record of responding to green issues. However with the declaration of a Climate Emergency we recognise that we need to accelerate activity in the face of growing concern for our planet's future. This will mean being bolder, and prioritising investment in environmental projects to a much greater extent than we have to date.

Most importantly, we know that trying to reach carbon neutrality without the active involvement of the residents, businesses and communities of West Berkshire would not be possible. I would therefore urge you to read this strategy, to respond to the consultation and, vitally, to think about what action you can take to make its aims a reality.

Cllr Steve Ardagh-Walter

Portfolio holder for Environment





2. Introduction

The delivery of this document, West Berkshire Council's new Environment Strategy, has been accelerated as a result of the Council declaring a Climate Emergency in July 2019 and committing to the creation of a strategic plan to work towards carbon neutrality in the district by 2030.

This declaration was as follows:

On 2nd July 2019 we declared a climate emergency stating:

"This Council notes that:

1. All levels of government (national, regional and local) have a responsibility to limit the negative impacts of Climate Breakdown. It is important for the residents of West Berkshire and the UK that we commit to working towards carbon neutrality as quickly as possible.
2. The consequences of global temperature rising above 1.5°C are so severe that preventing this from happening must be of the utmost urgency.
3. Bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities (as well as improved health and wellbeing) but will also require changes in individuals' lifestyles and have a cost implication to both the individual and the state.

West Berkshire Council therefore:

- Declares a Climate Emergency.
- Will create a strategic plan for West Berkshire, that aims to deliver carbon neutral by 2030.
- Calls on HM Government to provide the Council with the powers and resources to make the 2030 target possible.
- Will work with other authorities to determine and implement where practicable best practice methods to limit Global Warming to less than 1.5°C."

This document reflects the comments made at the council's first Climate Conference on 28th October 2019 as well as evidence we have about the district's current carbon footprint. It is now being made available to the whole community for wider consultation, after which a final draft will be prepared for adoption by

Council and the West Berkshire Health and Wellbeing Board in April 2020.

This draft sets out a Vision for the local environment in which we would like our communities to live by 2030. We have linked this to the needs for a strong local economy

supported by responsible growth, and for our local population to be healthy and have a positive sense of wellbeing. Central to this Vision is the expectation that all of the district's residents and businesses will contribute towards the aspiration of becoming a carbon neutral district by 2030. Achieving this goal will need all of us to prioritise care for the environment in our actions and decisions.

The draft also contains a number of proposed actions which give an indication of how we are proposing to put the strategy into action. There is a lot to do and the Council will have neither the resources nor the time to do everything at once, or in isolation. Some of the issues that need to be addressed locally will be outside our direct control needing action by our partners and local communities. In recognising this, our aim is to be ambitious but also realistic in terms of what can be achieved in the face of a deliberately challenging target: carbon neutrality by 2030.

Over time, this strategy will adapt to reflect changes to the local and national picture. Throughout this period, we will analyse our progress periodically and consider whether the direction we have chosen is still appropriate.

Perhaps most importantly, the strategy highlights the need to engage all of our communities in taking action. The Council will seek to take the lead by putting our 'own house in order' but this strategy cannot be delivered by us alone.

We look forward to receiving comments on this draft strategy and using them to inform our shared direction of travel towards carbon neutrality in West Berkshire by 2030.





3. Context

The Paris Agreement, which was signed on 12th December 2015, was the first time that the overwhelming majority of national governments acknowledged that climate change was a tangible, severe and, importantly, man-made threat to the prosperity and wellbeing of current and future generations in all countries across the world.

Whilst it is true that the climate has and will continue to change naturally, the scientific evidence is clear that it is changing rapidly, primarily as a result of human activity. Global warming is evident from observations of increases in global average air and ocean temperatures, widespread melting of snow and ice and rising sea levels. Records also show that there is now almost 40% more carbon dioxide, the main greenhouse gas, in the atmosphere, than there was before the industrial revolution. This represents a level not experienced for at least the last 800,000 years. Consequently, the global average temperatures

continue to rise. Indeed 2000 – 2009 was the warmest decade for over 150 years whilst 2010-2019 was the second warmest.

The Intergovernmental Panel on Climate Change (IPCC) in 2007 produced a very comprehensive and detailed scientific assessment of past, present and future climate change. As a result of this work, it was recognised that an average global temperature rise of no more than 2°C is required to avert the worst potential consequences of climate change.

The Paris Agreement formalised this recognition and has as its central aim to keep a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5°C^[1].

Nationally, the Climate Change Act 2008 provides the framework for UK climate change policy. Long term targets were subsequently

[1]

https://www.ipcc.ch/site/assets/uploads/2018/05/ar4_wg1_full_report-1.pdf

set and the Committee on Climate Change (CCC) was established as an independent body to advise Government. The Government produced its Clean Growth Strategy in 2017 and the CCC has also produced a comprehensive range of reports about the issue. A central recommendation was a new emissions target for the UK – net zero greenhouse gas emissions by 2050.

In May 2019 a motion was passed by the UK Parliament seeking to declare an environment and climate emergency. This effectively endorsed the net zero by 2050 target previously recommended by the CCC. In addition, the CCC commented in response to the declared environment and climate emergency that:

- delivery must progress with far greater urgency;
- challenges that have not been confronted must now be addressed;
- were imports considered, statistics suggest that emissions would be much higher as countries increasingly import the good that they consume;
- clear leadership is needed, right across Government, with delivery in partnership with businesses and communities; and
- overall costs are manageable but must be fairly distributed.

Encouragingly, national figures show that UK greenhouse gas emissions have decreased in recent years, with the exception of 2012 where emissions were 3.5% higher than in 2011, and that it has been possible to decouple economic growth and carbon emissions. However, these figures only take into account emissions produced in the UK, not the emissions from all the goods and services imported and consumed in the UK.

West Berkshire has not been immune from the impact of climate change. Flooding has become more prevalent with notable events in 2003, 2007, 2012 and 2013 impacting on thousands of residents and homes. The scale of the flooding was at a level which had not been witnessed in a generation. Whilst such events have been challenging, the general trend has been towards warmer and drier conditions with concerns regarding drought becoming an increasing concern. This has

perhaps been most evident in the River Kennet where in recent years the river has run dry in its upper reaches.

One of West Berkshire's biggest strengths is its strong, balanced economy. This is, however, reliant on the district's several major transport arteries, most notably the M4 and A34. These two roads alone account for over 50% of all the CO₂ generated from transport activity each year, and around 30% of the district's total CO₂ emissions. This is a significant proportion and yet it is something that is entirely outside of the control of West Berkshire Council. For this reason, we will explore later on in the strategy what we have the power to actively change and, where this is not the case, how we can consider the power of persuasion to influence external factors such as these.

Another one of West Berkshire's greatest assets is its predominantly rural nature, with 74% of the district sitting within a designated Area of Outstanding Natural Beauty. As well as the lifestyle opportunities this offers, it also increases the potential for carbon capture and the exploration of carbon-free and renewable forms of energy. Not only this, but it will play a vital role in supporting and further enhancing the biodiversity of the district.

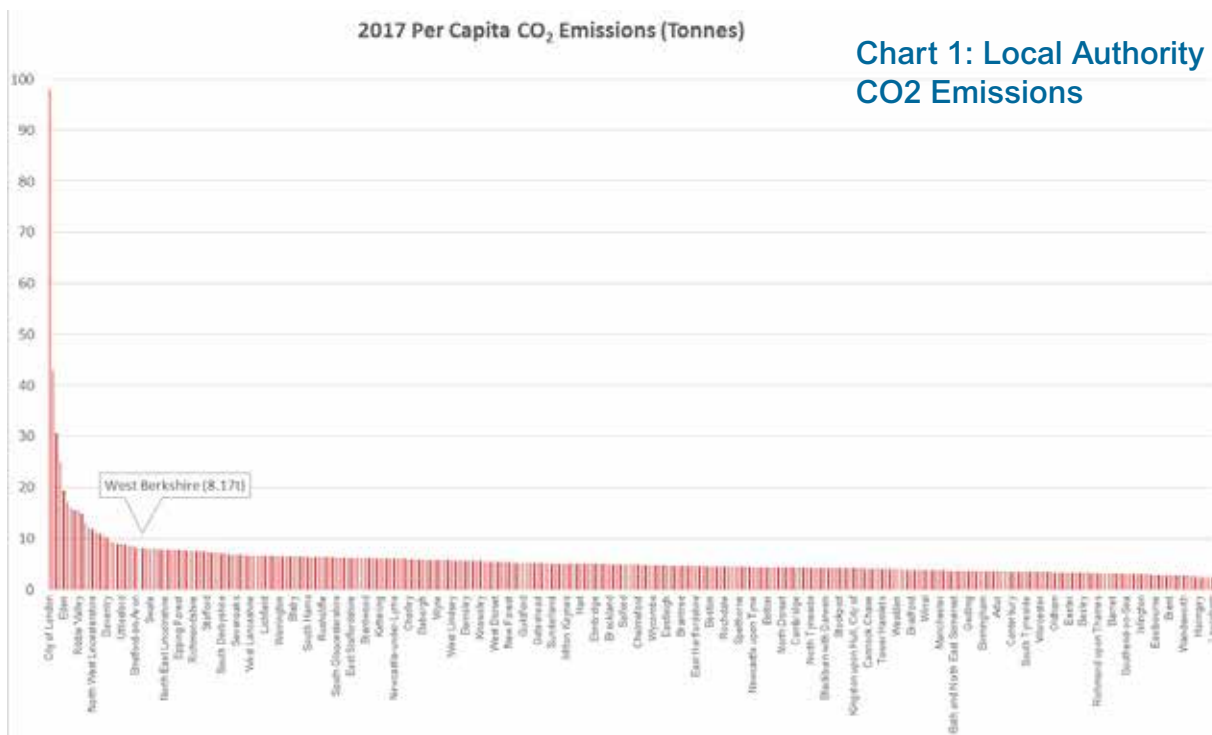
Importantly, this draft strategy does not sit in isolation from what we are seeking to do to make West Berkshire a better place to live, work, learn and visit. Instead, it seeks to complement our wider work, which began with the development of the West Berkshire 2036 Vision and will continue with the publication of a range of strategies for the district's future. These include Health and Wellbeing Strategy, our Economic Development Strategy and our Housing Strategy, amongst others. Once approved this Environment Strategy will provide another important element of that strategic framework.

Risks and uncertainty associated with our journey are significant and in the absence of technical data at this stage, many assumptions have had to be made. We realise that in the coming months there will need to be significant development of our knowledge, particularly on how both individual carbon reduction and carbon offset projects will contribute to the vision and our targets.

Information and data ^[2]

Inevitably it can be challenging to establish the right datasets to rely upon when making decisions or setting strategic direction. The government produced a 'National Atmospheric Emissions Inventory' ^[3] to help design carbon reduction strategies and this, in our opinion, is the best overall summary to guide us at this stage in our journey. According to this, West Berkshire produced 1,294.5 ktonnes of CO₂ in 2017, or 8.2 tonnes of CO₂ per resident. The figure represents a 26.4% reduction since 2005 which represents a significant amount of progress.

When compared to the rest of the UK, however, CO₂ production per capita ^[4] is at the higher end of the table i.e. England's average is 5.1 tonnes per capita, the South East average is 4.8 tonnes per capita. The range across the country includes Stockton-On-Tees at 15.6 tonnes per capita down to Argyll and Bute at 0.3 tonnes per capita. Chart 1 below shows how West Berkshire is currently in the upper quartile of local authorities.



In reviewing the types of emissions and their comparative scale, it is clear that in West Berkshire electricity from Industry and Commercial and gas from domestic are key areas to address. This is best reflected in Chart 2 below:

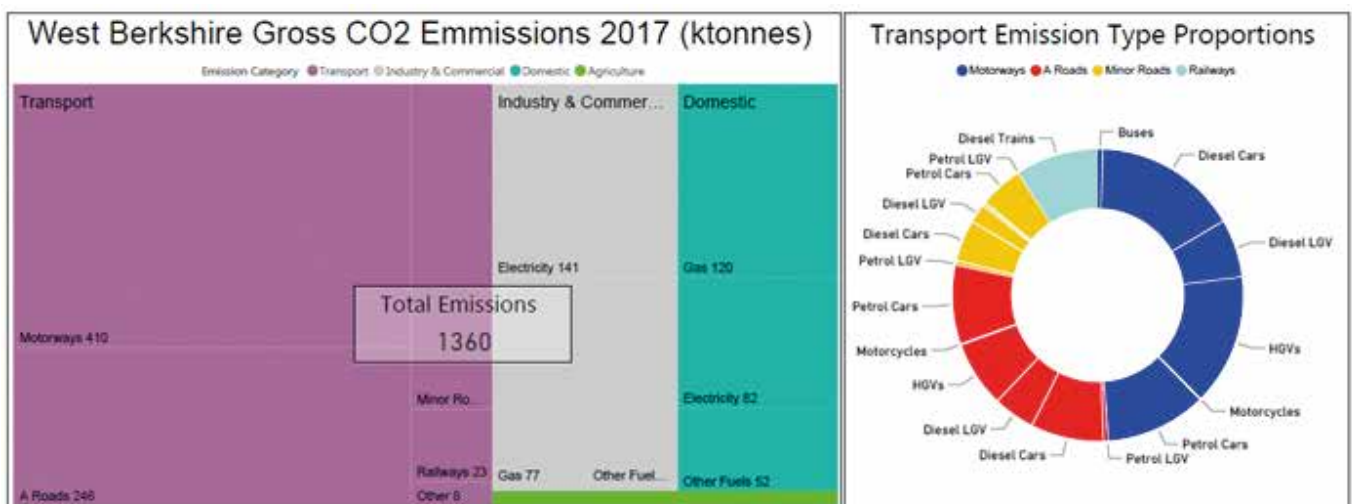


Chart 2: Emissions breakdown within West Berkshire.

^[2] <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017>

^[3] <https://naei.beis.gov.uk/>

^[4] i.e. 'per person' https://en.wikipedia.org/wiki/Per_capita

Emission estimates within the scope of Local Authorities^[5]

As part of the National Atmospheric Emissions Inventory the Government also published a 'subset dataset' which represents CO₂ emissions within the scope of influence of Local Authorities. This amended dataset removed motorways (M4), EU Emissions Trading System (EU ETS) sites (e.g. AWE and other larger industrial sites), diesel railways and what are known as Land Use (direct human-induced land use such as settlements and commercial uses ^[6]), Land Use Change and Forestry (LULUCF). The effect of this was to significantly reduce emissions in West Berkshire. Chart 3 shows how this impacts on the picture for West Berkshire.

These amendments affect different Local Authorities in different ways but overall no local authority had an increase in emissions within this scope between 2005 and 2017. In Table 1 we have compared the impact across a range of areas.

Table 1: Full Set and Sub Set* Per Capita Carbon Dioxide emissions (tonnes) at local authority level in 2017, listed by difference

LA area	Full Set data	Sub Set data	Difference
West Berkshire	8.2	5.8	2.4
Windsor & Maidenhead	5.7	4.5	1.2
Wokingham	4.7	3.6	1.1
South Oxfordshire	6.2	5.1	1.1
Slough	5	4.1	0.9
Reading	3.4	3.3	0.1
Vale of White Horse	6.5	6.4	0.1
Bracknell	3.7	3.7	0
National	5.3	4.5	0.8
England	5.1	4.3	0.8
South East	4.8	4.2	0.6

* The Full Set data contains all measured emission sources for each LA area whilst the Sub Set removes those that the LA has no influence over

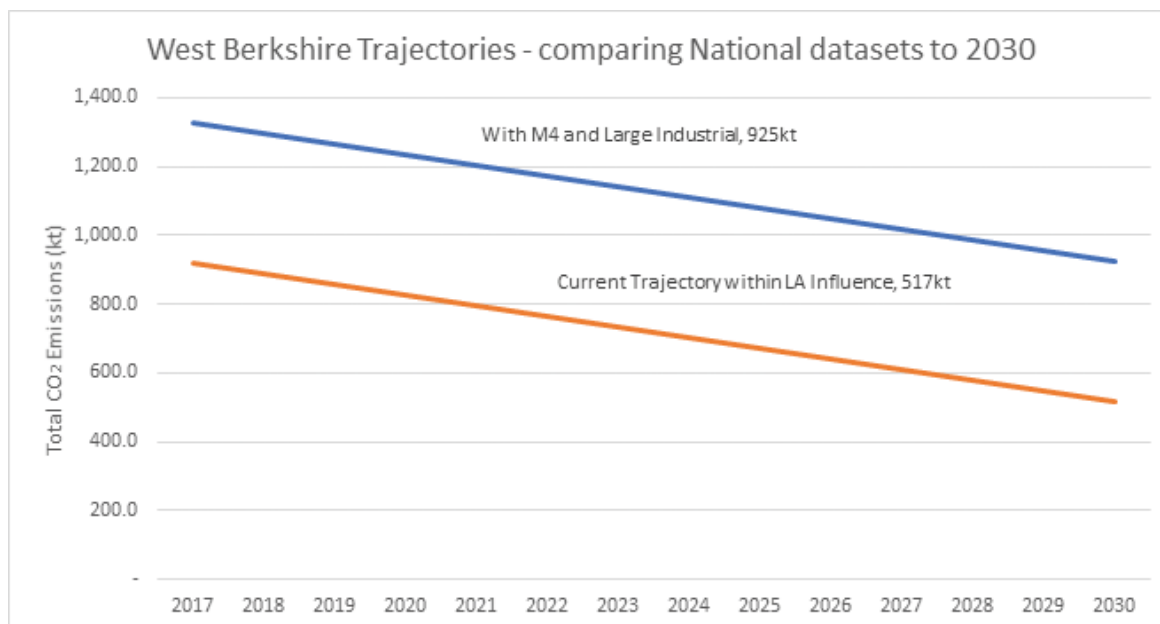


Chart 3: Current rate of improvement in CO₂ emissions

[5] <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017> Local Authority CO₂ emissions estimates within the scope of influence of Local Authorities 2005-2017 (kt CO₂) - Subset dataset (Excludes large industrial sites, railways, motorways and land-use)

[6] <http://unfccc.int/fr/processus-et-reunions/la-convention/lexique-des-changements-climatiques-acronymes-et-termes#l>

Chart 4 below shows how, in West Berkshire, both Industry, Commercial and Domestic have seen a reduction in emissions since 2005, but transport has been steady since 2013, with

small increases in recent years. For this reason, we will outline and deliver a number of projects we intend to pursue in order to mitigate this in the lifetime of this strategy.

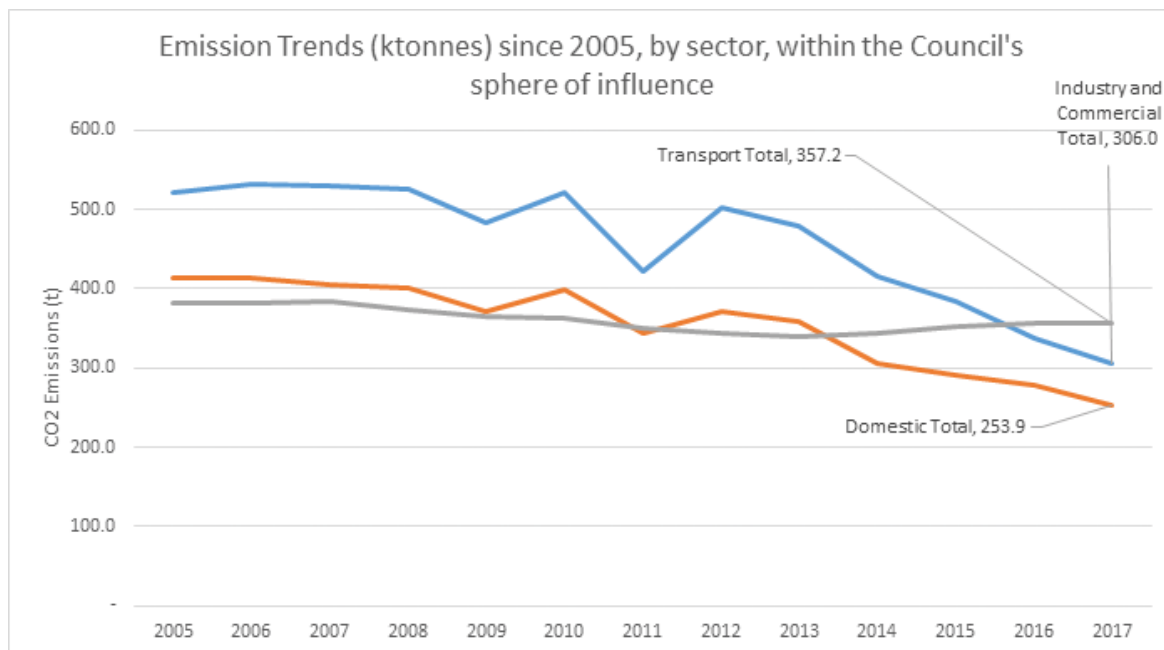


Chart 4: Per-sector emissions trends

In 2005 West Berkshire's emission estimate was 1,317 ktonnes of CO₂ and by 2017 this reduced to 917.2 ktonnes of CO₂ (30%) expressed in per capita terms this is 5.8 tonnes of CO₂. The average reduction since 2005 has been 0.25 tonnes of CO₂ per year (9.0 down to 5.8 tonnes per capita), this is slightly ahead of the national average at 0.22 (7.4 down to 4.5 tonnes per capita).

In summary, the figures presented in this section go some way to highlighting the scale of the challenge in West Berkshire, as well as offering some global and national context. What follows in this draft strategy is a representation of what we feel we must do, in partnership with our local residents, businesses and stakeholders, in order to address this.

4. Our Vision for the West Berkshire Environment in 2030

This strategy has a primary target of achieving **carbon neutrality** by 2030.

*Mitigation of the effects of climate change and the restoration and protection of our environment will have **shaped our policy making and actions**, as well as those of our partners, and will have made a significant impact on the district's carbon footprint.*

*Our **environmental assets will have been protected** for future generations.*

*The **residents, businesses and communities** of West Berkshire will continue to be active partners in delivering positive change. These will have included lifestyle changes, more effective use of energy, the adoption of new technology, efficient running of our public services and new, or adapted, infrastructure.*

*Progress towards carbon neutrality will have been made **alongside the district's other strategic priorities**, including protecting and supporting the vulnerable, improving educational outcomes, maintaining a high quality of life for residents, and a strong local economy.*

4.1 Key targets to deliver the Vision for the Environment

4.1.1 We will aim to reduce annual total emissions to less than 350 ktonnes by 2030 (Based on emission estimates within the scope of influence of Local Authorities)

- Per person, this is a reduction from around 6 tonnes (level in 2017^[7]) to 2 tonnes of CO₂.
- This equates to an average annual reduction of more than 40 ktonnes over the period.
- This would leave total emissions, before additional activities, at 350 ktonnes in 2030.

4.1.2 Carbon Neutrality will be achieved by a range of local energy generation and carbon sequestration ^[8] projects equivalent to the projected emission level of 350 ktonnes.

- We will, at the same time as progressing our carbon reduction projects, implement a number of measures which aim towards a target of 350 ktonnes for carbon offset ^[9].
- Examples will include solar and wind energy generation; tree planting; and other techniques
- This target needs to be achieved by the whole district: local residents and business will be encouraged to engage in energy generation or carbon sequestration where reduction is not possible.

4.1.3 The Council will be a carbon neutral operation by 2030.

- This will be established using a suitable methodology ^[10].
- This does not include all Scope 3 emissions (indirect emissions are excluded ^[11]).

^[7] 568 ktonnes compared with 917 ktonnes. West Berkshire's population is forecast to grow over this period.

^[8] Is the long-term removal, capture or sequestration of carbon dioxide from the atmosphere to slow or reverse atmospheric CO₂ pollution and to mitigate or reverse global warming? https://en.wikipedia.org/wiki/Carbon_sequestration

^[9] Is a reduction in emissions of carbon dioxide or other greenhouse gases made in order to compensate for emissions made elsewhere? https://en.wikipedia.org/wiki/Carbon_offset

^[10] ISO 50,001 for example.

^[11] <https://www.carbontrust.com/resources/faqs/services/scope-3-indirect-carbon-emissions/>

5. Strategic Objectives to Deliver the Environment Vision

5.1 Carbon Neutral by 2030

Most of the actions driven by this strategy will be to reduce local CO₂ emission levels as much as possible. Achieving zero emissions is not a realistic target, so we will also seek to generate clean energy or sequester an equivalent amount of CO₂ in order to achieve net zero.

Firstly, we need to better understand the district's and the Council's emissions. We have started this process as part of the research for this strategy i.e. What are they, where are they, how are they measured and reported, who is responsible for them and how can these be influenced. We know that we will need to have answered these before we can move forward with any certainty and ability to measure how we are doing.

As mentioned earlier in the Context section, the Government already produces national and regional CO₂ emissions data down to level of local authority administrative areas. This data helps identify the key sources of CO₂ emissions in each area and allows

changes in CO₂ emissions over time to be monitored and can help mitigation actions to be targeted.

There are two limitations to this dataset. The first is that it is solely concerned with carbon dioxide emissions and doesn't take into account other greenhouse gas emissions. The second is that the various sources of information, coupled with the complexity and amount of data collected, all takes time to analyse and calculate for each Local Authority area. As a result, the final statistics are only released a full two years after the actual year they concern. This means that we won't have confirmed data for 2030 until 2032.

We recognise these limitations but feel that this dataset is the best currently available method for measuring the districts carbon footprint and will work with it for now.

The actions and detail behind what will need to be implemented in order to achieve the 2030 target will come later with the creation, adoption and launch of the associated 'Delivery Plan'.



Actions currently being considered include, but are not limited to, the following:

- Exploring the use of ‘Climate Change Bonds’ to help deliver a wide variety of infrastructure projects;
- Energy Mapping and Master Planning - It has been established that one of the key areas to significantly reduce the districts carbon emissions is decarbonising the way in which the district’s homes and businesses are heated;
- Replacing existing internal combustion engine (ICE) vehicles on the Council’s fleet with Ultra Low Emission Vehicles (ULEV) wherever practicable;
- Waste reduction activities;
- Setting individual ‘Carbon budgets’ for Council based operations (see ‘Managing our own carbon budget’);
- Implementation of Council and district wide energy efficiency schemes;
- Increasing the deployment of renewable energy technology across the Council’s estate; and
- Carbon sequestration such as large scale tree planting e.g. through schemes such as the Woodland Carbon Code and Associated Fund [12].

Table 2 on the right demonstrates. The UK cut its emissions by 128m tonnes of CO2 between 2000 and 2014, a 20% reduction whilst experiencing GDP growth of 27% [13].

Making this leap was no accident. It came as the result of a combination of deliberate environmentally friendly policy making and a shift of the UK economy from more carbon-intensive

COUNTRY	CHANGE IN CO ₂ (2000–2014)	CHANGE IN GDP (2000–2014)
Austria	-3%	21%
Belgium	-12%	21%
Bulgaria	-5%	62%
Czech Republic	-14%	40%
Denmark	-30%	8%
Finland	-18%	18%
France	-19%	16%
Germany	-12%	16%
Hungary	-24%	29%
Ireland	-16%	47%
Netherlands	-8%	15%
Portugal	-23%	1%
Romania	-22%	65%
Slovakia	-22%	75%
Spain	-14%	20%
Sweden	-8%	31%
Switzerland	-10%	28%
Ukraine	-29%	49%
United Kingdom	-20%	27%
United States	-6%	28%
Uzbekistan	-2%	28%

Sources: BP Statistical Review of World Energy 2015; World Bank World Development Indicators

Table 2: International CO2 and GDP trends

manufacturing to less carbon-intensive service-based industries.

Although the shift in our local economy’s industrial makeup has not moved as significantly as this national trend given that manufacturing is not one of the district’s primary industries; we are committed to using our own policy making and influence locally as we work alongside our businesses to accelerate this at a local level.

5.2 Responsible Economic Growth

In the West Berkshire 2036 Vision and in our Economic Development Strategy, we made it clear that our local economy is strong, diverse and resilient. This is at the heart of our success as a district and is something we are committed to maintaining so that everyone is able to benefit from it.

The emerging threat of climate change and the need to address it need not change this stance. Decoupling emissions and economic growth is already a reality in the world’s major economies. In recent years, most of the countries that have cut their emissions have also grown their economies, as

[12] <https://www.gov.uk/guidance/the-woodland-carbon-code-scheme-for-buyers-and-landowners>

[13] <https://www.ons.gov.uk/economy/nationalaccounts/uksectoraccounts/compendium/economicreview/october2019/thedecouplingofeconomicgrowthfromcarbonemissionsukevidence>

In April 2018, the Thames Valley Berkshire Local Enterprise Partnership assessed Berkshire's future energy needs relating to economic growth ^[14]. The study assessed both the impacts of the future energy needs of existing communities and businesses and the potential impact of new growth. The results showed that the success and speed of economic growth in the area is likely to out-pace energy infrastructure provision as currently planned. This presents a significant risk to our local economy and we will need to redress this.

Although much of this activity will be market-led, there are a number of ways in which we are able to influence the direction of the economy and the behaviour of our businesses to ensure that our target of carbon neutrality can be combined with continued economic success.

For instance:

- We will continue to use our planning system to ensure that all commercial developments meet a minimum environmental standard so that any adverse impacts associated with new buildings are minimised.
- We will lobby Government to enforce higher standards and encourage the adoption of modern building techniques e.g. factory built eco housing, where possible.
- We will invest in digital infrastructure and Smart Cities initiatives so that businesses are able to take advantage of the benefits this brings, such as at home working and connected devices.
- We will improve signposting on our website and social media channels as well as through the literature we publish so that businesses of all sizes are able to access the information they need in order to make the most environmentally conscious choices available to them.
- Through investment in the skills of our young people, we will also ensure that employers have access to a workforce which is well-informed about the impact of climate change

and is equipped to carry out the green jobs of the future.

- We will provide designated business advice to new and existing green businesses so that those who are innovating in this area are given the opportunity and support to grow.
- We will explore initiatives to incentivise good practice among our businesses such as business rate reviews, environmental excellence awards or accreditations and the use of 'greening' bursaries.

Through the development of the delivery plan we will set out how we intend to do carrying out these actions; securing inclusive and responsible economic growth for our district.

5.3 Healthy Communities

As we mentioned in the West Berkshire 2036 Vision, we are committed to continuing to support the achievement of healthy communities and positive life outcomes by every single local resident.

Given that the links between an active lifestyle, good air quality, access to green and blue space and health are clear, we intend to promote and continue to deliver these benefits by working alongside our Health and Wellbeing Board.

As we have mentioned in other chapters, we have seen significant investment in infrastructure that enables residents to use more sustainable transport options. Integral to this is Cycle Route 422, which runs east to west through Berkshire, as well as our work to ensure that our footpaths are kept in good order. We have also implemented a Local Cycling and Walking Infrastructure Programme (LCWIP), introduced as part of the Government's Cycling and Walking Investment Strategy, which will enable a long-term approach to developing local cycling and walking networks.

Alongside this infrastructure, we have rolled out a number of initiatives to encourage active travel, such as Go Kinetic, Walk to School Week and Bikeability. Encouraging active travel in this way is beneficial for the overall

[14] <http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/International/Sector%20propositions/Energy%20and%20Environment.pdf?inline-view=true>

health and wellbeing of children and also results in reduced vehicle emissions and improved local air quality. Through better use of communications and engagement, we will build on this work to further enhance the health and wellbeing of our residents.

Maintaining and enhancing our green and blue spaces so that future generations are able to enjoy them and, importantly, are equipped to take on their stewardship will also be vital to the continuation of good health and wellbeing opportunities.

This will then further improve the life outcomes for the children, young people and adults in our district.

We will work with schools, businesses, charities and other partner organisations to:

- Help our residents to improve their health and wellbeing by using our green and blue spaces, taking advantage of our outstanding natural environment and by working in partnership with available wellbeing and mental health services;
- Encourage more people to spend time in our green spaces to benefit their health and wellbeing;
- Encourage children to be closer to nature, in and out of school;
- Plan a year of action for the environment, working with our partners to encourage local children and young people to interact with nature and help improve the natural environment;
- Continue to provide active travel (e.g. cycling) training to school children
- Use available LCWIP funding to further expand the provision of cycling infrastructure

5.4 Resilient to Climate Change

The ability to adapt to a change in climate is at the forefront of work being conducted by the Adaptation Committee^[15] (part of the Committee on Climate Change) and has resulted

in long-term planning for flood risk and water resources management, increased investment in flood defences, changes in policy to improve sustainable drainage systems (SuDS) and reviewing policies related to overheating in buildings through the Building Regulations and National Planning Policy Framework.

West Berkshire has experience of this and, through the Local Flood Risk Management Strategy^[16], there has been a concerted effort to minimise the effects of future flood events on residents and businesses because we have seen the direct impact on people's lives, possessions, and their physical and mental health.

A series of flood management plans have been developed, looking at site specific risks and the different types of flood risk that West Berkshire is likely to experience (ground water, river, surface water, sewer and highway). We have worked with all of the affected communities in developing these plans and there is a comprehensive response plan in place should such an event happen in the future. As with all major incidents, this is a multi-agency response and we work through the Thames Valley Local Resilience Forum^[17] to ensure that communities are provided with the very important information they need to prepare themselves.

We have also progressed a comprehensive approach towards SuDS and policy has been developed to ensure adequate protections are in place for new development^[18]. This is a key part of our work to improve adaptation and resilience.

We will continue to prioritise these policy areas and engage with our community to ensure that West Berkshire is not unnecessarily impacted upon by the risks associated with climate change.

[15]

<https://www.theccc.org.uk/our-impact/resilience-to-climate-change/>

[16]

<https://info.westberks.gov.uk/floodriskmanagement>

[17]

<http://www.thamesvalleylrf.org.uk/>

[18]

<https://info.westberks.gov.uk/sudsspd>

5.5 Working with Our Communities

We recognise that we have an important part to play in achieving carbon neutrality but we cannot fulfil this ambition alone. From everyday behaviours and lifestyle choices such as the mode of transport we use and the food that we eat, to longer term investments in new buildings and infrastructure, all of our decisions need to consider the carbon impact.

We will therefore work closely and inclusively with those that represent the diverse nature of West Berkshire to not only understand what their priorities are and to learn from these but also to increase awareness and enable informed decisions. In doing so our Town and Parish Councils will be important partners, as will our businesses.

If we are to meet our target of carbon neutrality by 2030, however, it will be necessary to accelerate our work. As such, we will continue to use available tools e.g. social media platforms and info-graphics as well as events and a strategic communications strategy to engage better with our residents, businesses and visitors about transport, waste and resource use in the future as we look towards a carbon neutral future in West Berkshire.



6. The Path to a Greener West Berkshire in 2030

6.1 Key Themes

6.1.1 Sustainable Transport

West Berkshire has a successful local economy which owes much to its strategic location within the Thames Valley with its close proximity to the M4, good- and improving- rail links and access to Heathrow Airport and London. Living in the district also brings with it excellent lifestyle opportunities, many of which are linked to its rural nature and proximity to the North Wessex Downs Area of Outstanding Natural Beauty.

What is clear, however, is that these advantages bring with them carbon emissions.

As indicated in our context section, local transport currently accounts for a significant proportion of our emissions and we know this is something we can seek to influence. The M4 and A34, our two most important strategic roads, account for a large amount of emissions from transport yet sit mainly outside of Local Authority control. As such, the further development of sustainable transport solutions will be key as we look to reduce the district's carbon footprint and fulfil our ambitions to preserve and enhance our natural environment.

Much of this work has started as part of our Local Transport Plan (LTP) to 2026. The Vision of this plan is:

“To deliver effective transport solutions for all by increasing choice and minimising congestion”

We have already made progress in this area. For instance, we have installed a large number of electric vehicle charging points in residential streets across the district and have one of the highest numbers per capita in the country, far exceeding any other Berkshire Local Authority area. We have also, with the Thames Valley Berkshire Local Enterprise Partnership, seen significant investment in cycle paths and

established a car club in Newbury. That said, there is scope to do more.

We will review our Local Transport Plan in order to build on the progress we have made. As part of this, we are considering a number of projects which will reduce carbon emissions and environmental harm whilst offering a greater number of transport options to our residents. These include:

- Working with public transport operators to improve the use of public transport by residents and visitors, through enhancements of existing services;
- Establishing greater connections between sustainable travel options e.g. train stations, bus stops, cycle storage points;
- Encouraging more sustainable car travel options e.g. car sharing and car club membership, where use of public transport is not practicable;
- Supporting active travel e.g. cycling and walking especially for shorter journeys and school runs;
- Working with local businesses to promote sustainable travel by staff especially those working in town centres;
- Encouraging uptake of electric vehicles by continuing to provide exemplar levels of charging points;
- Increasing our use of more sustainable road surfacing options e.g. low-temperature asphalt;
- Working with our stakeholders and partners to develop and adopt innovations in future sustainable transport options;
- Working with the Government, regional and local partners to enhance the rail infrastructure going forward to ensure that the public are encouraged to patronise services even more in the future; and
- Lobbying national Government and relevant agencies in areas where emissions are outside of our control (e.g. Highways Agency in the case of the M4 and A34).

6.1.2 Buildings

The Council currently buys green electricity for its buildings and intends to continue this stance in the future.

All our own services and support functions will be encouraged to review their use of buildings with a view to improving our chances of success in achieving carbon-neutrality within our infrastructure.

All of our new build or refurbishment projects shall take into consideration the carbon impact of their proposal, both in construction and operation. The positive and negative impacts, in line with the intentions of this strategy, will be measured and managed in a move towards 'whole life' carbon costing and decision making. We acknowledge that there will be difficult decisions to make in achieving this, but want to show ambition and determination in our approach.

The ability to review and assess emerging technology will also be of significant value to the community and sharing our knowledge will benefit them in the years ahead. As the enforcing agency for the Energy Performance of Buildings Regulations 2012, for instance, we are well-placed to communicate with local landlords (residential and commercial) and owner occupiers of public buildings to ensure that they are aware of their obligations, affect changes in behaviour, and improve the energy efficiency of the districts building stock. That said, the majority of the necessary changes to the district's buildings will need to be carried out by residents and businesses, although we will advise them of best practice where possible.

6.1.3 Energy

The district's electricity consumption in 2018/19 was estimated to be 11,630 MWh, equivalent to 3 kTonnes CO₂. Across West Berkshire as a whole, the Industry and Commercial sector emitted 141.0 kTonnes CO₂ as a result of electricity consumption compared with the Domestic sector which emitted an equivalent 81.7 kTonnes of CO₂.

We recognise, therefore, that of the districts total of 222.7 kTonnes of CO₂ in 2017 (resulting from electricity consumption) our CO₂ emissions only account for 1.35% and we need to show leadership to positively influence others.

The UK's plans to reduce carbon emissions have relied on ensuring that we generate our electricity and heat from low or zero carbon sources instead of the coal and gas currently used. Good progress is being made nationally. In June 2017^[19] National Grid reported that for the first time power from wind, solar, hydro and wood pellet burning supplied 50.7% of UK energy for a brief period during 1 day. Renewable sources provided a third (33.0 per cent) of the total electricity generated in the UK in 2018 compared to 29.2 per cent in 2017^[20]

West Berkshire is a rural authority and this brings its own particular challenges and opportunities when considering the impact of the district's existing energy consumption and the potential for renewable energy.

As a district, in 2018, for renewable energy sources, West Berkshire had 34.2 MW installed capacity, the vast majority of which came from solar photovoltaics (33.1 MW)^[21]. Table 3 below shows how this compares with others.

LA area	MW
Wiltshire	593.5
Vale of White Horse	149.6
South Oxfordshire	46.3
West Berkshire	33.1
Wokingham	28.3
Windsor & Maidenhead	8.3
Reading	5.7
Bracknell	4.2
Slough	3.4

Table 3: Solar PV Installed Capacity (MegaWatt, MW) at local authority level - as at end of 2018

^[19] <https://www.bbc.co.uk/news/business-40198567>

^[20] <https://www.gov.uk/government/statistics/renewable-sources-of-energy-chapter-6-digest-of-united-kingdom-energy-statistics-dukes>

^[21] <https://www.gov.uk/government/statistics/regional-renewable-statistics>

Whilst the potential for renewable energy generated from solar photovoltaics appears to be well established, things are not so clear with regards the ability to provide low and zero carbon heat for homes and businesses. A large proportion of the district's existing homes are reliant on liquid fuels and have no cost efficient way of connecting to the local gas grid, a less carbon intensive method to heating homes.

We will therefore undertake energy mapping and master planning for the district in order to better understand what opportunities and limitations there are for district heating schemes with existing buildings and future developments. The results of this exercise would be used to inform any relevant future policy for the district.

We will also work with local suppliers, community energy co-operatives and similar groups to invest in renewable energy in the district, and will lobby Government to change the tax system to favour low and zero carbon solutions.

6.1.4 Waste and Resource Efficiency

As the world's population has grown in recent decades, and with it material consumption and waste generation, it has become increasingly obvious that major changes are required to conserve the earth's finite resources.

As a unitary authority, we have statutory duties for both waste collection and disposal. We have set out a Waste Strategy 2002 – 2022^[22], but we recognise a lot has changed in the UK waste sector since it was published. We are committed to providing residents with a good quality of waste collection and recycling service. In the medium term, we will also have to ensure that our collections and recycling approach is compliant with emerging government requirements, which are expected to apply from April 2023.

According to the United Nations^[23], if the global population reaches 9.6 billion by 2050, the equivalent of almost three planets could be needed to provide the natural resources required to sustain

current lifestyles. For this reason, there has recently been greater emphasis on the need to transition economies from the historical linear (“take, make and dispose”) model of resource use, to a more circular economic model where materials are kept in use for longer to minimise the need for raw materials. This is demonstrated in Figure 1 below:

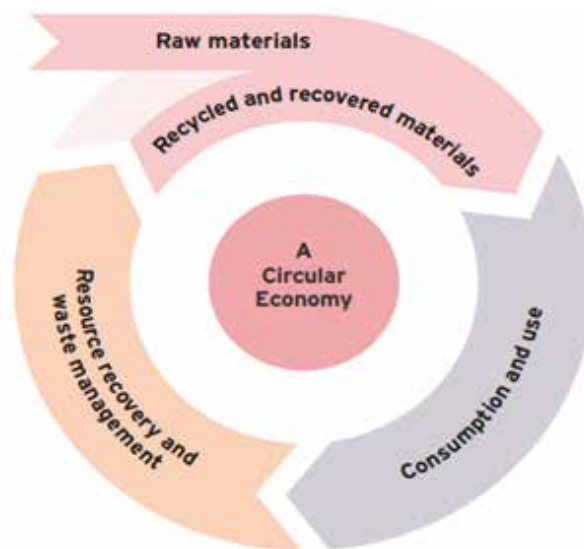


Figure 1: A Circular Economy (Image source: Resources and Waste Strategy, Defra)

The Resources and Waste Strategy for England (RWS)^[24] was published in December 2018 and seeks to deliver the waste and resource management elements of the UK Government's 25 Year Environment Plan. The RWS has the overall aim of making the UK a world leader in resource efficiency and to facilitate the transition to this circular economy.

Two of the key targets set out in this RWS are:

- for all plastics to be reusable, recyclable and compostable by 2025; and
- to eliminate avoidable plastic waste by 2042.

In addition, according to information available in the Government's initial consultation on the RWS during spring 2019, some of the changes that may be required to our existing collections include:

[22] <https://info.westberks.gov.uk/CHttpHandler.ashx?id=36818&p=0>

[23] <https://www.un.org/sustainabledevelopment/sustainable-consumption-production/>

[24] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf



- A requirement to collect food waste separately from the kerbside on at least a weekly basis; and
- A requirement for all English local authorities to collect the same core set of dry recyclable materials

We know that plastic waste is something our residents feel very strongly about. We intend to look at how we can tackle this locally.

We are aware from compositional surveys of the residual waste bins in West Berkshire that about 25% of the contents is comprised of food waste. By providing separate food waste collections, we have given the community the tools they need to improve this statistic. We will therefore encourage them to consider how changes might be made to their own recycling habits so that the amount of waste unnecessarily sent to landfill is minimised.

Recycling in the commercial and industrial sector has traditionally been much lower than for household and municipal waste so it is likely that there is scope to undertake significant work in this area. Major UK business are adopting numerous initiatives to reduce plastic pollution such as the launch of the Plastics Pact^[25], whose signatories include some of the leading UK retailers, producers and Non-Governmental Organisations but, as always, there is a pressing need to do more. Effective communications and engagement will be key to this, as we discuss in other parts of this strategy.

We already have some strong examples of good practice in our waste operations. In 2018/19, about 50% (c. 37,000 tonnes) of the waste we collected was either recycled or composted, about 34% (c. 25,000 tonnes) was sent to an energy recovery facility and 16% (c. 12,000 tonnes) was landfilled. This places us among the better performing local authorities in England. Nevertheless, we are determined to recycle even more in the lifetime of this strategy. We are also committed to ensuring that only materials for which a proven offtake market exists are collected for recycling and that, wherever practicable, waste is sent to facilities within the UK for treatment and/or disposal.

In order to work towards the aim of carbon neutrality by 2030 and to ensure that we are mitigating the effects of waste and resource management on our natural environment, we will:

- Reuse, recycle and compost at least 60% of municipal waste we handle by 2030;
- Implement a kerbside collection system that is fully compliant with the minimum service standards required by the UK Government by 2025. This commitment includes:
 - Separate food waste collections to all eligible households by 2025, subject to the availability of funding from the Government;
 - Collection of at least the core set of dry recyclable materials by April 2025;

[25]

- The continuation of the provision of separate garden waste collections from households; subject to householders subscribing to the chargeable collection scheme.
- Increase our reuse figures by 2030 (current rate is 0.16%);
- Landfill less than 10% of municipal waste by 2030;
- Work with local businesses to improve resource efficiency in the commercial sector, wherever practicable;
- Work with our key stakeholders and partners to develop a new waste strategy for West Berkshire before 2022;
- Continue to monitor the introduction of new technologies and innovations for future waste collections and management, and will explore adoption of suitable Value for Money solutions within the District;
- Explore the ability to shred bulky waste and send this stream to Energy from Waste facilities for energy generation instead of landfills for bulky waste that cannot be reused;
- Review the potential to collect more plastic waste streams, subject to availability of viable markets and reprocessing facilities; and
- Explore the feasibility of using Anaerobic Digestion for the treatment of separately collected food waste in future.

These commitments, in combination with the other factors outlined in this strategy, will help us to move towards a circular economy in which West Berkshire's natural environment is protected and its carbon emissions are minimised.

6.1.5 Protecting and Enhancing our Natural Environment

West Berkshire has a beautiful and diverse natural environment. It is one of our biggest assets. The benefits it

offers for our wildlife, our habitats and our health and wellbeing cannot be questioned. As a council, we want to work with others to protect and enhance it so that it can be used by, enjoyed, and cared for by everyone.

We have several existing strategies and plans that are relevant for protecting and enhancing the natural environment but also recognise that a significant amount more must be done in order to meet our targets.

The UK Government's 25 Year Environment Plan (25 YEP), which we mentioned earlier in this strategy, provides the strategic framework for good environmental stewardship in England. At its heart is the aspiration for "improving the environment within a generation and leaving it in a better state than we found it". This is an aspiration that we support and are looking to fulfil locally through the implementation of this strategy.

As with all of the measures contained in this strategy, this is not something the council can do alone. We must work with our partners to protect and enhance our natural environment. We must also use land and soils sustainably to ensure that they are preserved for future generations, deliver cleaner air and water in our towns and rural landscapes and protect threatened species and provide richer wildlife habitats.

Biodiversity is a key component of the natural world, but it is being eroded around the globe. Our Local Plan provides the planning framework for conserving and enhancing the natural environment in the district and covers the period up to 2026. More balanced ecosystems are more robust when faced with environmental changes and it is therefore imperative that we all as individuals and communities protect and preserve what we have currently in and around the district. The actions outlined later in this section will explain how we intend to do this.

Earlier in this strategy, we mentioned that we intended to undertake carbon sequestration measures. One of these will be a programme of tree and



wildflower planting in our open spaces and on our urban highways, which will also add to the character and the biodiversity of our district. This will include:

- Schools tree planting;
- Woodland creation;
- Street tree planting and management;
- Orchard planting;
- Role of tree wardens;
- Role of volunteers; and
- Links with the North Wessex Downs AONB organisation.

In terms of Public Rights of Way, we have a large network of approximately 1,100km of footpaths, byways and bridleways. We have a duty to assert the rights of the public to the use and enjoy the network. The primary aim of the network is to provide easy recreational and functional access to the countryside and opportunities for contact with nature. We actively encourage residents and visitors to use these routes for health improvement purposes and produce a number of walking leaflets for this purpose. Through our delivery plan, we will outline how we can continue to maintain this and enhance it where possible.

As we have mentioned throughout this strategy, we are committed to protecting and enhancing our natural environment. In order to do so, we will work with partners to:

- Safeguard and enhance the beauty of our distinctive landscape and improving its environmental value while being sensitive to considerations of its heritage;
- Expand our tree planting programme in suitable locations across the district to enhance the natural environment and help reduce greenhouse gases and impurities in the atmosphere;
- Develop a Nature Recovery Plan which will further improve biodiversity and wildlife in the district;
- Encourage our residents to explore the natural environment, to become active partners in the protection and enhancement of biodiversity and to take ownership of the management of the natural environment, wherever practicable;
- Apply emerging Government requirements for environmental protection and improved biodiversity through the planning process;
- Continue working with volunteers

and partners to take care of the natural environment; and

- 'Green' our towns by supporting the creation of more green zones and planting more new urban trees.

This is by no means an exhaustive list but we look forward to using these projects, and others as new suggestions emerge, to better protect and manage our natural environment so that those who follow us can enjoy it and care for it as we have done.

6.2 How we will deliver

6.2.1 Obtaining and utilising environmental information

This strategy provides us with a clear vision and we need to consolidate key information to help make better environmental decisions. We will signpost the work of partner organisations, government research and any data sources that increase the likelihood of positive behaviour change on the journey to carbon neutrality in 2030.

We will ensure that all future proposed policy is aligned and supports the move towards carbon neutrality. We know that broader assessment of our environmental impact of our own operations, policies and projects is needed and that transparency will be key to getting communities and business to contribute. It is important to us that we are knowledgeable in the key areas and research is already underway, working with partners, to understand how all forms of effective carbon capture, storage and offsetting could work for our own activities and encourage all members of the community to routinely consider how they can do the same. We know we need to improve in capturing our own environmental information and development work to produce this has started. Feedback from the recent Climate Conference demonstrated that this was important for our residents and businesses, they wanted to feel that we are all in this together.

6.2.2 Managing our own carbon budget

It is acknowledged that we must show

ourselves as a leader in the difficult shared challenge of working towards carbon neutrality by 2030.

We will therefore review current best practice within the public sector and engage with sector specific experts to agree the boundaries of the organisation:

- Define the types of emissions that should be included;
- Understand these emissions by our operations;
- Provide greater certainty on how emission levels will change in a business as usual scenario; and
- Develop a series of options and actions for delivery of a carbon neutral Council by 2030.

The accepted practice, and one that we will be adopting for our own footprint, is that when measuring, the resultant values will be expressed in carbon dioxide equivalents or CO₂e. CO₂e is used to express the impact of each different greenhouse gas in terms of the amount of carbon dioxide that would create the same amount of warming. Therefore, our carbon footprint will consist of lots of different greenhouse gases expressed as a single number.

Once a suitable baseline for our own emissions has been established, one of the first actions we are proposing is to introduce a series of 'Carbon Budgets' for our own activities and estate. For example we know that we consume about 11.6M kWh which if we were to ensure that was generated in district with 100% renewable energy we would save just under 3,000 tonnes of CO₂ per year, which demonstrates the scale of the challenge i.e. this is less than 0.5% of the total carbon offset target for West Berkshire as a whole.

The concept is to allocate an allowance of tonnes Carbon Dioxide Equivalent (tCO₂e) emissions for each financial year. We will then be required to keep within this allowance in each of our operational areas. The CO₂e allowance will be reduced each year in order to achieve carbon neutrality for the Council by 2030.

In order to monitor performance against the Carbon Budgets, CO2e emissions will be reported annually through our Key Performance Indicators and published on our website.

6.2.3 Communicating with and influencing our stakeholders

As we have discussed in this strategy at length, we are not in a position to deliver our aims and targets in isolation. We must bring our community along with us and give them the tools and knowledge they need to take their own actions.

As a council, we regularly consult our residents and our business on the policies we implement and seek feedback about the work we do. After we declared a Climate Emergency in July 2019, however, we decided early on that the extent of the challenge facing us meant that we had to do as much as possible to bring the public with us on the journey to carbon neutrality by 2030.

When we hosted the inaugural Climate Conference in October 2019 we took the first step towards this. Over 300 local people joined us to hear from experts, to share ideas and to start the conversation about what action we can, and must, take locally to meet our target. Much of what we heard at the conference made it clear that although carbon neutrality and the actions it will necessitate are likely to be challenging, many people locally are ready to play their own part.

We will hold similar events at regular intervals in order to inform residents and businesses of our progress and the projects we are likely to be undertaking as well as to hear about their own progress, ideas and feedback.

Alongside our efforts to communicate with and engage our residents and businesses, we must also look at ways to improve accessibility to greener options. Much of this will be about ensuring that our own services, such as Waste and Recycling, are as low carbon and user friendly as possible. It will also mean we must aim towards having partnerships, such as with the Thames Valley Berkshire Local

Enterprise Partnership, which help the community to access technologies and infrastructure that will mitigate the impact of their daily activity on the district's carbon footprint.

We will actively encourage residents, businesses and our partners to engage in carbon audits, footprint assessments and ongoing carbon budgeting. In doing so, we will encourage data sharing and best practice exchanges to ensure the whole of West Berkshire benefits from the collective effort. We will also explore how to use our existing financial models to encourage grant funding sensible environmental projects through, for example, the Community Infrastructure Levy, Elected Member grant bids and third party grants.

Our delivery plan will show how we plan to do this and will adapt over time as we engage with our residents and the impact of all of our actions become clearer.

6.2.4 Working with young people

What has perhaps been most impactful both before and since the declaration of the Climate Emergency is that the district's young people are engaged with this cause. It is clear that they feel it is their future that is most in jeopardy if we do not take meaningful action to address the effects of climate change and to protect our natural environment.

The interest our young people have taken in climate-related issues in recent years is unprecedented and is something that we as a council are keen to highlight. The enthusiasm and knowledge of our young people is something we want to use and to develop over time so that the quality and scope of the local debate on climate change reflects the needs of all generations who live in West Berkshire.

The Climate Conference in October 2019 was deliberately timed to take place during half term so that our young people could attend and we will continue to ensure that they are able to become involved with our decision making and our actions. We feel there are more possibilities to explore, linking

with groups such as Newbury Youth Council and those who organised recent youth protests to find a platform that encourages constructive debate.

We will also, through our schools, communicate with them, seek their views and work with them to bring about the greener district they deserve. Embedding an understanding of climate change in their studies from a very early age will be key to this as they will be equipped to become custodians of our natural environment in the future.

6.2.5 Planning and development

Addressing the issues and impact of industrial, transport and domestic carbon emissions requires a robust and ambitious Local Plan (LP) for West Berkshire. The LP sets out the local planning policies for West Berkshire and is currently going through a process of review, in preparation for submission to the Secretary of State and independent examination. Once adopted it will guide planning and development up to the year 2036, beyond the 2030 date for carbon neutrality in West Berkshire. It is therefore vital that we take this opportunity to put in place policies that will help the district achieve its aims.

As part of this review process we will look to challenge our existing policies and approaches, and work with local area specific stakeholders, to evaluate the potential for adoption of broader renewable technologies. We will also consult our peers across the country to determine what they are doing with regards to sustainable transport and development, and look to adopt best practice.

We will also explore the possibility of including 'allowable solutions' which seeks to use financial measures e.g. Community Infrastructure Levy where on-site measures are not considered viable and instead contribute to a carbon sequestration/offset funds such as re-forestation. This is an approach that has been explored by other local authorities^[26] but requires careful consideration in relation to our developing Housing Strategy and existing planning policies.



On a wider point, we will lobby government to ensure that the National Planning Policy Framework and Building Regulations take into account the latest Climate Change scientific evidence, the increased public awareness and concern and provide us with the tools to affect change.

6.2.6 Nature Recovery Network

The 25 Year Environment Plan (25YEP) proposes the creation of a Nature Recovery Network^[27]. A Nature Recovery Network is a joined-up system of places important for wild plants and animals, on land and at sea. It allows plants, animals, seeds, nutrients and water to move around more freely and enables the natural world to adapt to change. It provides plants and animals with habitats to live, feed and breed. The Network would include nature reserves and local wildlife sites. It would also contain peat bogs, heaths, meadows and cliffs; road verges, parks, gardens, hedges and woods; and rivers, streams, ponds and lakes.

We have recently reduced our grass and verges cutting frequency to aid wildlife establishment. The current regime is to cut the urban highway 8 times a year, which is already down from 10 in 2017 in most urban areas, this appears to be acceptable to the residents and keeps the majority of the grassed areas under control.

In more rural locations and in areas of open spaces, across the district there are opportunities to reduce this cutting regime and introduce space for a mix of wildflower and natural regeneration.

6.2.7 Working with business

Just as our residents need support to make responsible choices, so do our businesses. It is clear that businesses of all sizes in West Berkshire appreciate the scale of the challenge with respect to climate change and that they recognise that they too have a role to play in meeting it.

West Berkshire's businesses vary in size, industry and scope. Across our district there are examples of businesses taking responsibility and showing leadership on this issue and grasping the market opportunities arising from a low carbon global economy.

Our larger employers, such as Vodafone, AWE and Microfocus, are taking action to minimise their own impact through long-established environmental corporate social responsibility schemes. Other West Berkshire businesses such as Fuel Cell Systems are at the forefront of developing new technology which will be vital to the local, and global, response to climate change. At the other end of the spectrum, innovative start-ups such as Thatcham Refillable are promoting choices with a lower environmental impact and plastic free living to their growing community.

The policy decisions we make and the infrastructure we provide should enable our businesses to grow in a responsible and sustainable way. To support this, facilities such as remote working, a wider range of travel options and access to sustainable utilities will

be made readily available to them. Equally, the existing support offered to businesses through our work with the Thames Valley Berkshire Local Enterprise Partnership will help new and existing green businesses to grow and develop within the district.

Emerging technology and the accompanying infrastructure, including 5G connectivity, electric and autonomous vehicles and the Internet of Things will be integral to this. So too will be a transport network that helps employees to travel to work in a sustainable way. Similarly, through our work on the education and training agenda we will give the workforce's next generation the skills they need to thrive and carry out the green jobs of the future as they respond to the Climate Emergency.

Not only this, but we will actively seek out examples of innovation or new ways of working among our businesses to consider whether these could be used in or adapted for our own activities. Collaborating and sharing learning in this way will be increasingly important in the coming years as we work towards this shared target.



7. Governance

Work is already underway, through the Environment Board and the Environment Advisory Group, to develop a more comprehensive and technically robust discussion on how to work towards achieving the vision and the associated objectives.

We recognise, however, that this needs to evolve; bringing together voices from a variety of backgrounds, listening to experts and finding 'ambassadors' to complement the work of the Council. Our first Climate Conference has given us valuable insight and we see it as a first step towards conducting a more open conversation with our community. We also recognise that future events must drill down into the details that matter in West Berkshire, with clearer links to the work of the council and how we can share our learning.

It is widely acknowledged that, when it comes to environmental engagement, we have an active community which we see as a strength for West Berkshire. Effective and positive contributions from this network will be key to our success and every effort must be made to make people feel part of the solution.

We will make sure there is ample opportunity for this to take place and everyone feels part of the conversation.

8. Measuring and Reporting Progress

The vision demands a clear progress check on the path to carbon neutrality and the lines on chart 5 below will help guide our understanding on the progress we are making. Where we identify that our projects are not delivering what we need, we can re-assess and look for more effective alternatives. The key should be to find a balance between constant re-evaluation, which is resource intensive, and avoiding waiting until 2030 only to find out we didn't do enough.

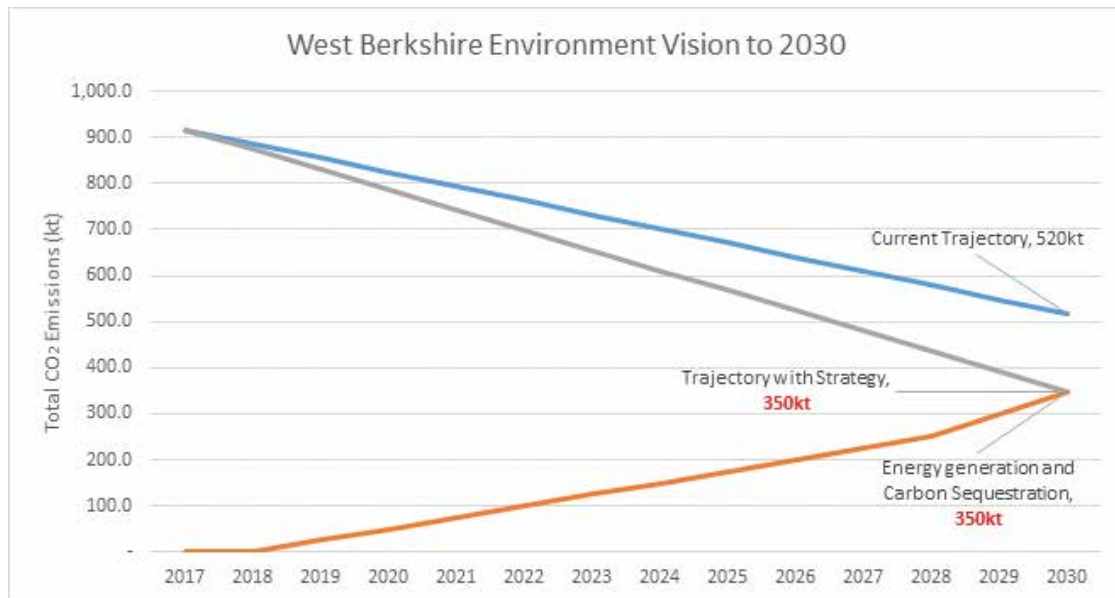


Chart 5: Our path to carbon neutrality

It is important to show an outline of the work we intend to do. Based on the research, knowledge and experience we have to date there are projects we believe will start contributing to the path we have laid out. Where we have cited numbers, these are to indicate scale and ambition but also a degree of pragmatism about delivery, this is a difficult balance and realise that we cannot satisfy everyone in what we are aiming for.

8.1 Indicative projects to contribute towards carbon reduction targets:

- We will generate 11.5MW of renewable energy in the district to use for our own operations (equivalent to current total demand).
- We will work with partners and encourage residents and businesses to produce 20MW of renewable energy in the district to use for their own consumption.
- The number of charge points we will installed will significantly increase (actual number to be agreed on first strategy review).
- The number of registered Ultra Low Emission Vehicles (ULEV) in our fleet will significantly increase (actual number to be agreed on first strategy review).
- Carbon emissions related to our travel will significantly reduce (actual number to be agreed on first strategy review).
- The number of ULEV vehicles registered in the District will significantly increase (actual number to be agreed on first strategy review).
- The amount of our land converted to wildflower verges will significantly increase (actual number to be agreed on first strategy review).
- The number of 'impressions' generated by communication projects on carbon reduction initiatives will significantly increase (actual number to be agreed on first strategy review).

8.2 Indicative projects to achieve energy generation and carbon sequestration targets:

- The Council will produce an additional 10MW of renewable energy beyond existing demand.
- The number of hectares of trees planted in the district will significantly increase^[28] (for carbon sequestration we are working on 15 trees per tonne reduce^[29]).
- The number of urban trees planted will significantly increase (actual number to be agreed on first strategy review).

^[28]

Actual number to be agreed on first strategy review. ^[25]

^[29]

<https://carbonneutral.com.au/faqs/>



9. Conclusions

Climate change is an internationally recognised challenge and we need to play our part in addressing it. As a result we are aiming for carbon neutrality in West Berkshire by 2030.

The Council's declaration of a Climate Emergency in July 2019 was an important marker. It was a commitment to leading efforts to mitigate the impact of climate change locally, and to bring our residents, businesses and communities along with us.

We are under no illusions about the level of ambition this will require. The changes to our lifestyles, to our use of resources and to the way in which we deliver our services will be extensive. We recognise, however, that this must be done. This Council is ready to make these changes and to assist others in our district to do the same.

The projects we have alluded to in this strategy will address the impact man-made climate change is having on our environment. We will use our delivery plan to manage these projects, to track their progress and to measure their impact.

Measuring this impact will be fundamental as we embark on the journey towards carbon neutrality. In order to do so, we have developed a number of key performance indicators (KPIs) which we will use alongside the emissions figures that national government publishes

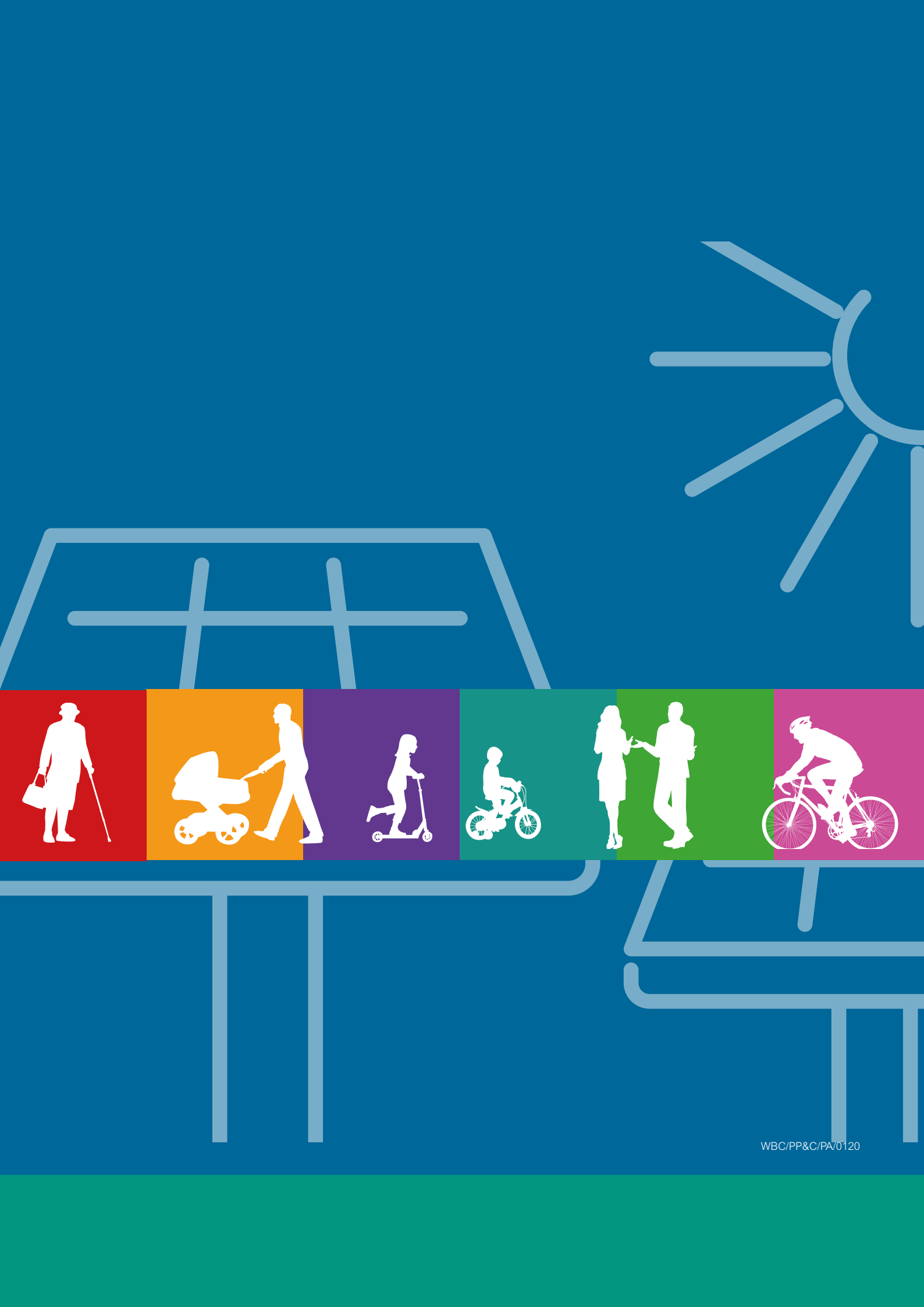
annually. This will allow us to transparently show where things are going well and where more needs to be done to keep us on track.

Over the lifetime of this strategy there are likely to be a number of developments which will affect our ability to achieve our target. Some will have a positive impact, some a negative one. Equally, some will be within our control while others are outside of it. We don't currently have detailed answers for getting all the way to our target. Regardless of what happens, however, we must ensure that we are able to respond both proactively and reactively.

We are confident that the work we have done already and the commitments we have made in this strategy are the right ones but it is also important for us to recognise that the impacts of climate change are wide-ranging and not entirely predictable. For this reason, we will track our progress and monitor developments where they effect this strategy.

Working towards this ambition will require us to be creative, determined, and to make use of emerging technology. Most importantly of all, however, it will require everyone in the district to take responsibility for the impact their choices have on the environment.





Newbury Town Council

Future Work Programme for Planning and Highways Committee Meetings: 27 January 2020.

Standing Items on each (ordinary meeting) agenda:

1. Apologies
2. Declarations and Dispensation
3. Approval of Minutes of previous meeting
 - 3.1 Report on actions from previous minutes
4. Questions/ Petitions from members of the Public
5. Questions/ Petitions from Members of the Council
6. Schedule of Planning Applications
7. Schedule of Planning Decisions (if any)
8. Schedule of Prior Approval Applications (if any)
9. Schedule of Licensing Applications (if any)
10. Update from The Western Area Planning Committee
11. Sandleford Park Joint Working Group – Update

27 January 2020	Section 215.
17 February	Secure arrangements for Town Centre bike parking
To be confirmed	The Future of the Kennet Centre
	A presentation on CIL collections
	Paths that have Cycle ban signs to be reviewed.
	A survey of all pathways/rights of way
	Strategy Working group requests P & H to set out “Green Credentials” and related issues which this Council should lobby to have included in the Local Plan Review
	<i>Request and receive a presentation from Newbury Car Club and invite the Highways Authority to attend.</i>
June/ Sept/ December/ April (Quarterly)	Updates on Section 215 of the Town and Country Planning Acts
<i>Each April/ October</i>	<i>To review progress on the implementation of the Town Plan</i>
Each November	Review of KPI’s for Planning and Highways Committee
Each December	Send Budget proposals to RFO