NEWBURY
Town Council

29th May 2019

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

Substitutes: Jeffery Cant, Martin Colston, Jo Day, Billy Drummond, David Marsh; Martha Vickers.

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 3 June 2019 at 7.30pm.** The meeting is open to the press and public.

Yours sincerely,

Hugh Peacocke
Chief Executive Officer

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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
To approve the minutes of a meeting of the Planning & Highways Committee held on Wednesday 15th May 2019 (already circulated). (Appendix 1)

4. Questions and Petitions from Members of the Public
Chairperson

5. Members' Questions and Petitions
Chairperson

Town Hall, Market Place, Newbury, RG14 5AA
(01635) 35486 towncouncil@newbury.gov.uk
(01635) 40484 www.newbury.gov.uk
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6. **Berkshire Local Industry Strategy (Appendix 2)**
Chairperson
To consider the Council's response to the consultation on the Thames Valley Berkshire Local Enterprise Partnership's (TVBLEP) Local Industrial Strategy (BLIS) Framework Document.

(Mr. Tim Smith MBE, Chief Executive, Thames Valley Berkshire Local Enterprise Partnership, will make a presentation to the meeting and answer members' questions on this item)

7. **Schedule of Planning Applications (Appendix 3)**
Chairperson
To comment on the planning applications listed at the attached schedule for which there are members of the public present.

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. **Update from The Western Area Planning Committee**
Chairperson
To receive an update on any relevant business from the Western Area Planning Committee.

10. **Sandleford Park Joint Working Group – Update (Appendix 5)**
Chairperson
To receive an update on any relevant information.

11. **Recommendation from the Canal Corridor Working Group**
Chairperson
To resolve that when the committee responds to any planning application or other relevant matter that falls within the canal corridor that the Council recommends that the matter should be referred to the canal and Rivers Trust for comment, in their role as a statutory consultee.

12. **The West Berkshire Council Speed Intervention Programme (Appendix 6)**
Chairperson
To note the provision of training for Councillors who wish to assist in this programme.

13. **Forward Work Programme for Planning and Highways Committee meetings 2018/19 (Appendix 7)**
Chairperson
To note the forward work programme and agree any other items that Members resolve to add to it.

Appendix 1.

MINUTES OF A MEETING OF THE PLANNING AND HIGHWAYS COMMITTEE HELD IN THE COUNCIL CHAMBER, NEWBURY TOWN COUNCIL, MARKET PLACE, NEWBURY ON WEDNESDAY 15 MAY 2019 AT 7.30PM.

PRESENT

Councillors Phil Barnett; Jeff Beck; Nigel Foot; Chris Foster; Jon Gage; Roger Hunneman; Pam Lusby Taylor; Vaughan Miller; Andy Moore; Gary Norman & Tony Vickers (chairperson)

In Attendance

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

1. ELECTION OF CHAIRPERSON AND VICE-CHAIRPERSON

It was proposed by Councillor Roger Hunnemann and seconded by Councillor Andy Moore that Councillor Tony Vickers be elected Chairperson of the Planning & Highways Committee. There were no other nominations.

RESOLVED: That Councillor Tony Vickers be elected as Chairperson of the Planning & Highways Committee for the 2019/2020 Municipal year.

Councillor Tony Vickers presided over the remainder of the meeting.

It was proposed by Councillor Jon Gage and seconded by Councillor Vaughan Miller that Councillor Gary Norman be elected Vice-Chairperson of the Planning & Highways Committee.

RESOLVED: That Councillor Gary Norman be elected Vice-Chairperson of the Planning & Highways Committee for the 2019/2020 Municipal year.

2. APOLOGIES

Councillor: Stephen Masters.

2. DECLARATIONS OF INTEREST

The Chief Executive Officer declared that Councillors Phil Barnett, Jeff Beck, Andy Moore & 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.

In considering the following application, Councillor Jeff Beck declared that he had been lobbied: **19/00577/FULD**

In considering the following application, Councillor Jon Gage declared that he had a Prejudicial interest and took no part in the vote: **19/01015/OOD**

In considering the following application, Councillor Gary Norman declared that he had a Prejudicial interest and took no part in the vote: **19/00987/HOUSE**

In considering the following application, Councillors Jeff Beck & Tony Vickers declared that they had an interest: **19/00814/FUL**
In considering the following application, Councillor Phil Barnett & Vaughan Miller declared that they had a Personal interest and took no part in the vote: **19/00995/FULD**

3. MINUTES

PROPOSED: Councillor Jeff Beck
SECONDED: Councillor Phil Barnett

RESOLVED: That the minutes of the meeting of the Planning & Highways Committee held on Monday 15th April 2019, as amended, be approved and signed by the Chairperson.

4. QUESTIONS AND PETITIONS FROM MEMBERS OF THE PUBLIC

Mr Paul Walter asked the following question:
"Would the council please give consideration to lending its influence to stimulate and encourage the repair of the Foundation stone and frontage at the Old Library in Cheap Street? I asked this question to this committee several years ago but nothing seems to have happened. Prezzo have since left the building and it was published on the Local List of Heritage Assets in 2016. I think it is very important to repair the stone (and remove the horrible long black mark across the front of the building) to retrieve the dignity of the building and demonstrate that Newbury is grateful to the generosity of Andrew Carnegie in giving money to build the library, thereby helping to educate and enlighten thousands of Newburians over the nearly a century from 1906 that the library was in operation."

The Chairperson replied with the following answer:

"Thank you Mr. Walter for bringing this very interesting building to our attention, again. Since you first raised this matter with us in 2014 West Berkshire District Council has added the building to the List of Heritage Assets.
The premises were built in 1905-06, as Newbury Free Library and continued in use as a library until July 2000, when replaced by the new Library on Newbury Wharf. It is a Carnegie Library (built with money donated by Scottish-American businessman and philanthropist Andrew Carnegie) and is one of 660 Carnegie libraries which were built in the UK between 1883 and 1929. A contribution of £2,000 was offered by Andrew Carnegie to pay for the building in 1902 and money was raised by local subscription to purchase the site. It was designed by the Newbury Borough Surveyor, Mr S. J. Lee Vincent, A.M.I.C.E and built by Hoskings Brothers of West Mills, Newbury.

As the former Newbury Public Library, it was an important part of the social fabric of Newbury for nearly a century.

Shortly after the library moved in 2000 the building became Prezzo restaurant, re-opening the original doorway to Cheap Street. The Cheap Street frontage has remained substantially unchanged since it was built. It is described in the Heritage Listing as: "An attractive Edwardian-Tudor-style building which makes a positive contribution to the street scene in Cheap Street and the character and appearance of the conservation area."

Prezzo Restaurant closed in early 2018 and planning permission was obtained in July of that year for the change of use of the first floor from Class A3 (restaurant use) to Class C3 use (residential), together with the conversion of the roof space in order to form a total of three residential flats (1 x 1 bed and 2 x 2 bed), and associated external alterations. (Planning reference No. 18/01069). The Town Council considered the application and commented that this iconic building should be preserved.

The Foundation Stone to which Mr. Walter refers was inserted facing Cheap Street, in the Carnegie Road corner. Included in a time capsule buried below the foundation stone is a collection of contemporary memorabilia: a record of the proceedings at the laying of the stone, other official records, current coins, picture postcards of Newbury, and copies of The Times and the Newbury Weekly News.

A picture of the Foundation Stone is now on the screen and the inscription is as follows:

This Foundation stone of the Free Library
Erected through the liberality of
Andrew Carnegie Esquire
Was laid by Eleanor B. the wife of
George William Palmer Esq.
Of Marlston House, Berks
On the 28th June 1905

It then lists the Mayor (Frederick C. Hopson) the Town Clerk and the Architect.
Since the building became vacant in 2018 there has been some issues regarding bins and refuse on the pavement at the front. These were resolved by West Berkshire District Council, following approaches from the Town Council and Newbury BID. It is possible that the black mark across the Stone arose from the removal of a large black bin which had been left in front of it. The damage to the top right hand side of the stone is evident and need urgent attention.
We are grateful that Mr. Walter has highlighted this issue. We will refer the matter to the Conservation Officers at the District council asking them to take immediate action to save this important piece of the heritage and history of our Town. We will also send this message to the owners of the building and/ or their agents."

5. MEMBERS' QUESTIONS AND PETITIONS

There were none.

6. SCHEDULE OF PLANNING APPLICATIONS

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

Motion made by Chairperson to continue meeting to 10.30pm

PROPOSED: Councillor Tony Vickers
SECONDED: Councillor Jeff Beck
RESOLVED: That the meeting continue past 10pm to complete business of the meeting.

7. SCHEDULE OF PLANNING DECISIONS

Information was received and noted by the Committee.
It was agreed to invite ENGIE to make a presentation to the Committee regarding the Market Street development.

8. TOWN AND COUNTRY PLANNING ACT 1990
APPLICATION NO: 18/03059/HOUSE FOR 10 KINGS BRIDGE ROAD, NEWBURY FOR SINGLE STOREY REAR EXTENSION AND LOFT CONVERSION.

Committee members have no further comments to add.

9. UPDATE FROM THE WESTERN AREA PLANNING COMMITTEE

There was nothing new to discuss at this time, as there has been no recent meeting of the Western Area Planning Committee.

9. SANDLEFORD PARK WORKING GROUP – UPDATE

The Chief Executive Officer was directed to write to the planning authority, West Berkshire District Council, to clarify its position regarding the two applications and in particular, if there has been any change to the SPD requirement for a single application for the site. If so, the Planning Authority to be requested to detail when and how this policy change arose and if there was any consultation in this matter. The information to be required in time for publication for the next Committee meeting, i.e. by 28 May 2019.

Councillors Jeff Beck & Andy Moore expressed an interest in joining the joint working group.

10. THE CANAL CORRIDOR WORKING GROUP

The next meeting of the canal corridor working Group is scheduled to meet on Thursday 23rd May 2019.Members of the Working Group plan to approve the recommendation of the Canal Corridor document for public consultation at the Next Planning & Highways Committee Meeting, scheduled Monday 3rd June 2019.

Any Newbury Town Councillors or members of the public who wish to be involved in the Working Group were invited to contact the Chief Executive Officer. The Committee appointed Councillors Roger Hunnemann, Vaughan Miller, Gary Norman, Martha Vickers, Steven Masters & Tony Vickers as members or the Working Group. It was agreed that former Councillor Adrian Edwards should be invited to the Working Group.

12. FORWARD WORK PROGRAMME FOR PLANNING AND HIGHWAYS COMMITTEE MEETINGS 2019/20

Information was received and noted by the committee.

THERE BEING NO OTHER BUSINESS THE CHAIRPERSON DECLARED THE MEETING CLOSED AT 22.18 HRS

CHAIRPERSON

PLANNING AND HIGHWAYS COMMITTEE MEETING
SCHEDULE OF PLANNING APPLICATIONS – RESOLUTIONS

RUNNING ORDER	RESOLUTION	APPLICATION NUMBER	LOCATION AND APPLICANT	PROPOSAL
1	Objection / comment: lack of information in application.	19/00394/FULMAJ	Newbury Business Park, London Road Newbury for Stonegate Land and Property	Proposed development of 10 x 2 bedroom flats.
2	Objection / comment: This would be an over development of the site and change the street character.	19/00577/FULD	6 Northwood Drive, Newbury for Mr Hamey & Mrs Woodhead	New single family dwelling.
3	Objection / comment: Members felt that the planning application was lacking information and did not accord with the West berks Sports strategy.	19/00814/FUL	Newbury Football Club, Faraday Road, Newbury for West Berkshire Council	Creation of 4 x Multi-use games areas with replacement gates and new fencing; 8 x New floodlights (replacing existing 6 x Floodlights)
4	Objection / comment: would be detrimental to road safety.	19/00950/COMIND	Land To The West of Newbury Business Park, London Road, Newbury for Mr J Patterson	Proposed new access onto London Road.
5	Support	19/00891/OUTMAJ	Land off Faraday Road, Newbury for Faraday Development Limited	Section 73: Variation of condition 6 'phasing' of previously approved application 18/01553/OUTMAJ: Section 73: Variation of conditions to allow for the development to be phased as detailed in submitted schedule of appeal reference APP/W0340/W/14/3002040 (12/00772/XOUTMA)
6	Support	19/00925/HOUSE	123 Boundary Road, Newbury for Mr Long	Amendments to roof to approved scheme under application number 18/01113/HOUSE.
7	No objection	19/00959/HOUSE	30 Howard Road, Newbury for Mr & Mrs Piner	Portion of existing roof raised to accommodate in loft space.
8	No objection provided the Highways Officers is happy with HGV access.	19/00985/OUTMAJ	Unit 1, Greenham Road Retail Park, (Land at Junction of Greenham Road / Queens Road), Newbury for Royal Sun Alliance Insurance Plc C/o BMO Real Estate Partner	Section 73: Variation of condition 11 `to allow sale of food at unit 1' of previously approved application 94/45399/OUT (145399): Two non-food retail warehouse units and drive through restaurant together with associated access, car parking and service area.
9	No objection	19/00853/HOUSE	1 Abbey Close, Newbury for Mr & Mrs Clarke-Lee	Single storey rear extension
10	No objection	19/01023/HOUSE	21 Valley Road, Newbury for Mr Cox	Single storey rear extension
11	Support	19/00952/HOUSE	14 Braun Road, Newbury for Harriet Carpenter	Single storey side extension, single storey rear extension infill, remove the existing dining room double door and side window. Garage conversion and alterations to the fenestration.
12	No objection	19/00987/HOUSE	26 Culver Road, Newbury for Mr & Mrs Clinch	Existing rear deck and pergola to be demolished and replaced with a single storey rear extension.

13	Objection / comment: Members felt that is an overdevelopment of the area, and that the original hedge should be retained to protect the wildlife.	19/00995/FULD	Battery End Hall, Battery End, Newbury for Scout Association	1 x 4 bed two storey dwelling with parking, cycle and refuse storage.
14	No objection	19/00870/HOUSE	Two Trees, Tydehams, Newbury for Mr & Mrs Donald	Two storey side extension with single storey rear extension, first floor bathroom over entrance and internal alterations
15	No objection	19/00868/HOUSE	8 and 10 Battle Road, Newbury for Jane and Ellen Stand well and Neil Dennis	Rear and side extension. Alternative entrance with front porch and rear dormer windows.
16	Objection / comment: Members support the comments made by the Waste Management Officer and the Tree Officer.	19/00669/OUTMAJ **(Amended Plans)**	Land North of Children's Nursery, Monks Lane, Newbury for Feltham Properties	Outline application for up to 20 dwellings, including affordable housing, with access from Monks Lane, landscaping and associated infrastructure, Matters to be considered: Access
17	No objection	19/00983/FULD	Ullathorne, Kendrick Road, Newbury for Steve Burnard	Erection of a new 2 storey detached dwelling house.
18	No objection	19/00931/HOUSE	13 Arthur Road, Newbury for Mr & Mrs Geeson	Single storey rear extension to create enlarged dining and shower room with internal alterations following demolition of existing lean to structure.
19	No objection	19/00965/LBC2	106 Bartholomew Street, Newbury for Ressance Limited	Replacement of existing shed with single storey extension to the rear.
20	No objection	19/00982/HOUSE	Cherry Mead, Enborne Grove, Newbury for Mr & Mrs Fletcher	Rear extension and alterations
21	No objection	19/00054/HOUSE	39 Russell Road, Newbury for Mrs Steel	Windows added to main house. Garage extension to create studio.
22	No objection	19/00854/HOUSE	116 Craven Road, Newbury for Mr & Mrs P Richardson	Demolish existing rear conservatory and outbuilding. Construction or rear orangery extension and alterations.
23	No objection subject to any conditions required re noise and opening hours.	19/00811/FUL	2 Inches Yard, Newbury for Daniel Morriss	Change of use from retail (A1) to music tutor room (D1)
24	No objection /comment: provided it is in keeping with the street scene. With the following conditions 1) That the Foundation stone on the corner of the building is refurbished/restored and 2) There is a contribution made to the Car Club.	19/01050/FULD	58 Cheap Street, Newbury for Warrant Investments Plc	Change of use in respect of the ground floor, together with conversion of the roof space, to Class C3 Use to form 6 No. Residential flats (4x1 bed, 2x2 bed) with external alterations
25	Objection / comment: overdevelopment of the area.	19/01078/FULD	1 Kennet Road, Newbury for Mr & Mrs Simmons	Partial demolition and refurbishment of 1 Kennet Road and the delivery of 3no. dwellings with associated parking and gardens.
26	No objection provided a contribution is made to the Car Club	19/01084/FULD	Brook House, 60-62 Northbrook, Newbury for Chalfords	Erection of a mansard style roof extension to facilitate the provision of 4 no. Self-contained dwelling houses compromising 2no. 1 bed flats and 2no. studios

27	No objection	19/01088/LBC2	154 Bartholomew Street, Newbury for R Goddard	Removal of 3no Existing roof lights and their replacement to rear elevation and alterations to floor plan layout.
28	No objection	19/01043/HOUSE	2 The Orchards, Robertsfield, Thatcham for Mr & Mrs Rigney	Erection of a rear extension following the removal of existing conservatory
29	No objection	19/01015/OOD	Out Of District, Land at Knightsbridge Drive, Headley for Randolph Black	Consultation from Basingstoke and Dean Borough Council for, Use of land for stationing of caravans for residential purposes.

APPLICATION FOR PRIOR APPROVAL

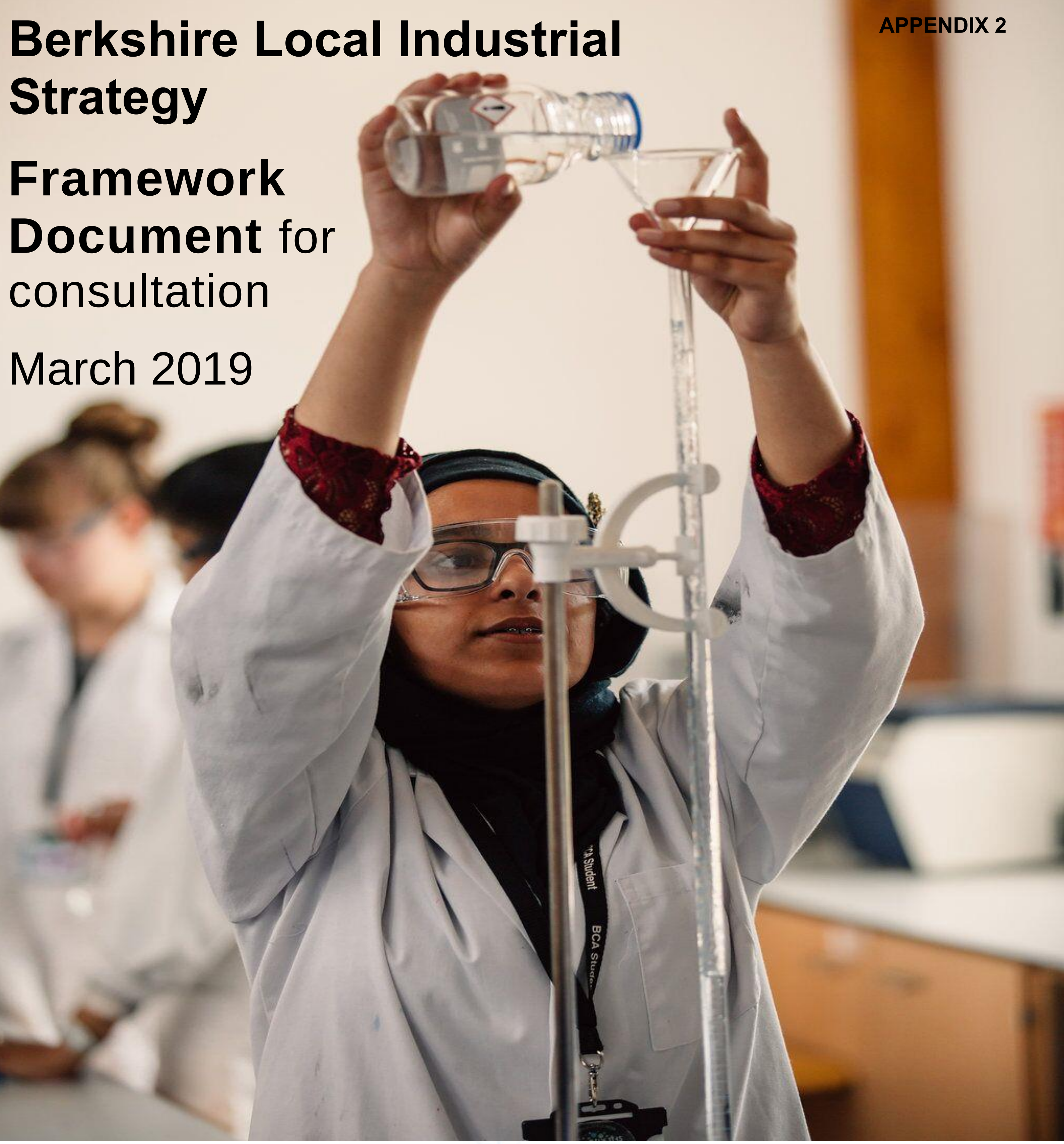
RUNNING ORDER	RESOLUTION	APPLICATION NUMBER	LOCATION AND APPLICANT	PROPOSAL
1	No Objection	19/00942/PACOU	21B Old Newtown Road, Newbury for Newbury Chiropractic Centre Ltd	Prior notification for change of use of the first floor office into a 2 bed flat.

APPENDIX 2

Berkshire Local Industrial Strategy

Framework Document for consultation

March 2019



Thames Valley Berkshire
LOCAL ENTERPRISE PARTNERSHIP

HM Government

INDUSTRIAL STRATEGY

Contents

Thames Valley Berkshire
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INDUSTRIAL STRATEGY

1: Introduction

About Local Industrial Strategies

Thames Valley Berkshire Local Enterprise Partnership (LEP) – like all other LEPs and Combined Authorities in England – has been tasked by government with developing a **Local Industrial Strategy (LIS).**

The requirement for LISs was set out in the Industrial Strategy White Paper which was published in November 2017. Structured around five **Foundations of Productivity** and four **Grand Challenges**, the overarching aims of the White Paper are essentially to:

- improve the UK's overall **productivity performance**; and
- ensure that future economic growth is **more inclusive**.

Our approach to the Berkshire Local Industrial Strategy (BLIS)

Work has been underway to develop the **Berkshire Local Industrial Strategy (BLIS)** for well over a year. The process has been highly iterative and consultative. Overseen by the Thames Valley Berkshire LEP Forum and Board, it has involved:

- discussions with key **stakeholders and stakeholder groups**, including the voluntary and community sector, further education colleges, transport stakeholders, business representative organisations, rural stakeholders, and organisations with an interest in Heathrow Airport
- regular meetings of a **Task and Finish Group** which includes two officers from each of the six unitary authorities within Berkshire, and is genuinely multi-disciplinary
- the work of a specially-convened **Productivity Commission** – drawn from the private sector and including academic inputs from the University of Reading (see Box 1).

The early stages of BLIS development have been strongly **evidence-based**. As well as the work of the Productivity Commission (which we explain in more detail later), it has drawn on a substantial body of existing literature and data, including that generated by the six unitary authorities and by Thames Valley Berkshire LEP.

Where we are up to…

The timetable for the development of LISs has been set by government, but it has also been subject to change: plans are now quite different from a year ago. As it stands, government's expectation is that Thames Valley Berkshire LEP will have a finished LIS by early 2020, close to a year from now.

We are therefore approximately mid-way through the process. Substantive work has been done, but there is more to do. Over the months ahead, this needs to include an element of co-design with government.

At this stage, we are presenting a **Framework Document** for discussion and input. This is a key milestone in our process.

Our Framework Document…

Our **Framework Document** is a "working version" of the **Strategy** element of the BLIS. As illustrated in the graphic below, it will be supported by other documents – notably a full **evidence** base; a **spatial economic narrative**; and a set of **implementation plans**. We will also produce a short – and visually compelling – **summary statement**.

Figure 1: Proposed structure of the Berkshire Local Industrial Strategy

In relation to the **strategy,** the Framework Document reflects the decisions we have made. In the light of these decisions, it describes our broad strategic priorities.

Within the Framework Document:

- the first four main chapters are drafted in full, based on the evidence we have reviewed and inputs from partners and stakeholders
- Chapters 6, 7 and 8 are presented in skeletal form only: they will need to be fleshed out and developed over the months ahead, informed by the feedback/comments that we receive.

…And your feedback

Over the next few months, these strategic priorities will be developed in detail and it is here particularly that we are looking for further inputs – from businesses, from the unitary authorities, from partners and stakeholders, and from individuals of all ages across Berkshire.

We welcome – and encourage – responses to this document before midday **Friday 21 June 2019**, by email to BLIS@thamesvalleyberkshire.co.uk

These responses should be structured around the main questions which are set out at the end of individual Chapters. We will use these inputs to develop the full BLIS (including the documents which support the strategy) in discussion with central government over the summer and autumn.

Photo credit: Bracknell & Wokingham College

2: Purpose of the BLIS

Location, place and economic performance

Berkshire's economy performs very strongly. On most metrics – including key ones relating to productivity – it is at, or close to, the top of UK league tables: GVA per job or per hour worked (i.e. productivity); GVA per capita (wealth); incidence of knowledge-based employment; employment rates; qualifications within the working age population, and so on.

Figure 2: Situating Berkshire

Source: Produced by SQW 2018. Licence 100030994

In large part, this reflects the advantages linked to our location:

- Berkshire has all the economic benefits (and some of the costs) linked to **Heathrow Airport** – the second busiest airport in the world by international passenger traffic and a major national focus for recent, ongoing and planned investment.
- It is shaped by adjacency to the world city economy that is **London** – with its unique financial services sector, its role at the heart of government, its outstanding science base (through its universities), and its apparently magnetic appeal – to corporate HQs and millennial entrepreneurs alike.
- Berkshire is very well located in relation to the **national transport infrastructure**. Particularly through the M4 motorway and Great Western Railway, it has good connections, not only to London but also to other major growth engines: Bristol to the west; Oxfordshire and the wider Cambridge-Milton Keynes-Oxford growth corridor to the north; and Surrey/North Hampshire through to Southampton to the south. Moreover, through Crossrail and Western Rail Link to Heathrow (WRLtH), much of Berkshire is due to see further enhancements in connectivity.

But in part, its strong performance also reflects **the intrinsic nature of Berkshire as a place – or, more precisely, places**. This is a theme to which we return, but within Berkshire are some of the nation's major historic and cultural assets which are known around the world – from Windsor Castle to Ascot to Eton College. In addition, there is beautiful and accessible countryside, some of which falls within the North Wessex Downs Area of Outstanding Natural Beauty.

This combination of factors – some related to location, others related to place – helps to explain Berkshire's economic vibrancy. It explains why it has proved so attractive to inward investors; why its economic growth narrative over the last 50 years has really centred on the evolution of the information technology (IT) sector; and why Berkshire's export performance has been so consistently strong.

In short, Berkshire has a lot going for it.

Three locally-defined imperatives for the BLIS

But these assets and advantages also define imperatives and responsibilities.

In framing the BLIS and defining its overall purpose, three have been formatively important. All three are discussed in more detail later – and all three have been considered by our Productivity Commission (see Box 1 below) – but the main arguments are outlined briefly here.

First, Berkshire must advance a growth process that is both net additional in relation to the UK and is "smart"; and in co-designing the BLIS with government, this should be a shared mission.

In other words, Berkshire should not seek to grow by attracting businesses or jobs from elsewhere in the UK; instead, growth should be of a form that simply would not happen anywhere else.

Moreover – given the tightness of the labour market, the recruitment challenges that already exist and some of the problems surrounding congestion – growth really needs to be "smart". It needs to focus on the quality of jobs and the output linked to them, not simply the quantity. More generally, it needs to have regard to the efficiency of resource use in the round.

Second, it must be recognised that Berkshire is the kind of place in which inclusive growth is a real challenge. The BLIS must address this head-on.

Proximity to London and a prominent international gateway function together mean that Berkshire is a very expensive place to live and work. The costs of both housing and commercial property are well above the national average and the evidence suggests that "middle level" functions and "middle level" occupations are, literally, being priced out.

In socio-economic terms, the consequence is that Berkshire is polarised: it does well in relation to top end jobs and occupations and these in turn generate demand for an array of local services, but they tend to be associated with poorly paid and increasingly insecure employment which is incongruous with the character of (in particular) local housing markets.

One consequence is high levels of in-work poverty. Looking ahead, this combination of circumstances is as undesirable as it is unsustainable – but in Berkshire, there ought to be an opportunity to develop a more efficient and inclusive labour market. What is missing are routes to progression.

Third, the strength of national and international flows of people, ideas and investment into (and out of) Berkshire is perhaps masking places that are, in themselves, rather "underpowered". There is a need for strengthened place-making in response.

This third imperative may be controversial, but it is important. In the language of economics, the issue is whether spill-over effects are being captured fully or whether there is so much transience that they are effectively dissipated and lost. This in turn poses major questions for Berkshire's towns: are they places that attract and retain talent and engender a sense of commitment, attachment and reinvestment, or are they simply places in which to reside for a short while?

Box 1: Berkshire Productivity Commission

The Commission was drawn from Berkshire's business community and it included: individuals from both corporates and smaller companies; individuals who work with businesses in Berkshire (in an advisory/deliver capacity); and academics from the University of Reading.

Its main Terms of Reference were to:

- review the initial evidence in relation to the performance of Berkshire's economy, particularly on indicators linked to productivity
- consider – in a technical sense – where the greatest opportunities might be to effect an improvement in productivity, consistent with the overarching priority set out in the Strategic Economic Plan ("*to secure better access to talented people and bright ideas, and to use both more effectively*")

- take a forward view in terms of how productivity imperatives might be changing – informed in part by the contents of the national Industrial Strategy – and identify areas requiring further evidence gathering and investigation.

And then to:

- review the outputs from the second stage of evidence gathering
- agree (in a technical sense) what the priorities should be in seeking to effect productivity improvements across Berkshire.

The Productivity Commission met three times and its deliberations focused on five main issues:

- the changing role of the IT sector within Berkshire's economy
- the significance of internationalisation in relation to the area's productivity performance
- the changing scale and nature of "the middle" of Berkshire's economy, and the implications for inclusion and progression
- the scale, character and role of the public sector in economic terms
- spatial considerations relating to all four of the points above.

The evidence gathered by the Productivity Commission is considered throughout this document.

The requirements of central government

These three, locally-defined, imperatives are demanding ones. They have been defined within Berkshire and are *in addition to* the basic requirements of LISs set out by government in its *Prospectus* of October 2018.

The BEIS Prospectus states that LISs should be:

- based on **evidence**, with a rigorous understanding of the local economy
- informed by a good understanding of the area's **strengths and weaknesses**, including in relation to the five **Foundations of productivity**
- developed **collaboratively**, both with local stakeholders and partners, and with neighbouring areas
- focused on clear **priorities**
- informed by the disciplines of **evaluation**.

Our emerging response is set out in the chapters that follow.

Consultation Questions in relation to Chapter 2

Local industrial strategies have a very broad potential remit and in principle, they could be positioned in any number of ways. We have sought to chart a middle ground by retaining a strong focus on the economy, and thinking hard about the nature of growth processes within Berkshire, whilst also recognising the requirements of central government.

In this context:

2-1: Is the overarching purpose of the BLIS clear?

2-2: Is this purpose addressed through the chapters that follow?


UKRAIL
TES

3: Berkshire's economic geographies

Berkshire has a population of just over 900,000 people. It is also home to 44,600 enterprises and 580,000 jobs.

Underpinning these metrics is a distinctive spatial form which helps to explain how the economy of Berkshire "works" – and how its performance might be enhanced.

Berkshire's largest towns are (in descending order of population size, and based on data from Census 2011): Reading (over 220,000 people in terms of urban footprint) and Slough (over 150,000 people), then Bracknell and Maidenhead (both well over 60,000), and then Wokingham and Newbury (over 35,000).

London

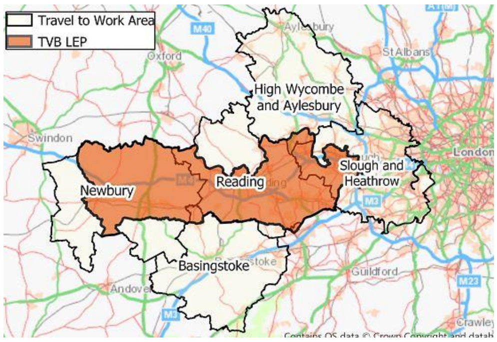
However, the urban area that has the greatest influence on Berkshire's economy is London. At the time of the last Census, some 43,000 Berkshire residents commuted to London while over 24,000 London residents commuted in the opposite direction. In fact, even in terms of travel patterns, the links are stronger than these numbers would on their own imply: many residents travel to and from London, either whilst "doing business" or because they work in London for part of the week. But there are also many other, wider, flows relating for example to goods, services, finance, ideas/know-how and international tourism.

There is another facet of London which is important. From the draft London Plan, planned housing growth within the capital is insufficient to meet some scenarios relating to projected demand. The inference is that surrounding areas will absorb London's unmet housing need. This has consequences for all of London's neighbours, Berkshire included.

Functional economic areas within Berkshire

Much of Berkshire – but particularly the area in the east – needs to be understood as part of agglomerative processes and pressures which are defined around London[1]. Slough alone accounts for 13,000 of Berkshire's London-bound out-commuters and 11,000 of its in-commuters. It is because of these flows that Slough and parts of Windsor and Maidenhead are included within the west London Slough and Heathrow Travel to Work Area[2] (TTWA).

Figure 3: Map showing Travel to Work Areas across (and beyond) Berkshire



Source: Produced by SQW 2018. Licence 100030994

Across Berkshire, two further TTWAs are identified through commuting data, signalling distinctive labour markets:

- Reading TTWA (which includes all or part of the unitary authority areas of Reading, Wokingham and Bracknell Forest, but also South Oxfordshire and part of Hart (north Hampshire), and small areas in both West

[1] Data throughout this document are sourced from ONS datasets – principally BRES, ASHE, APS, Jobs Density dataset, and IDBR

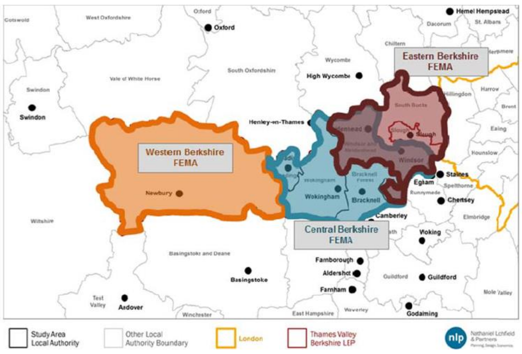
[2] TTWAs are data driven and defined principally in relation to levels of self containment

Berkshire and Windsor and Maidenhead); and

- Newbury TTWA (which covers most of West Berkshire but also extends into North Hampshire and Wiltshire).

Informed by these data and evidence relating to housing markets, commercial property markets, key sectors and key infrastructures, three **Functional Economic Market Areas (FEMAs)** have been identified across Berkshire[3]. These are important because they signal potentially different economic pressures and opportunities, and these differences are important in effecting economic growth that is sustainable and appropriate.

Figure 4: Functional Economic Market Areas across Berkshire



(Source: NLP)

The FEMAs are:

- **Western Berkshire FEMA** which maps onto West Berkshire and is predominantly rural in character; Newbury is the largest settlement and much of the area is within the North Wessex Downs Area of Outstanding Natural Beauty
- **Central Berkshire FEMA** which includes four of the six unitary authority areas in Berkshire and is defined functionally around Reading/Wokingham in the west and Bracknell in the east
- **Eastern Berkshire FEMA** which overlaps with Central Berkshire, and includes Slough, Windsor and Maidenhead, and (neighbouring) South Buckinghamshire and is strongly "edge-of-London" in character.

These broad demarcations are functional and indicative rather than political or administrative, but they are important. They provide some insight into the spatial underpinnings of the growth opportunities and constraints that the BLIS must both shape and respond to. They are therefore material in relation to both the BLIS and the six unitary authorities' emerging Local Plans.

The three Functional Economic Market Areas

Western Berkshire FEMA

Overall, the **Western Berkshire FEMA** is very constrained in terms of future growth. Some 74% of the land area is within the North Wessex Downs AONB and 12% is functional floodplain. West Berkshire's Local Plan (to 2036) is currently being prepared.

A major site at Grazeley is being investigated (jointly by West Berkshire District Council, Wokingham Borough Council, Reading Borough Council and Bracknell Forest Borough Council) and it is possible (although not certain) that this will be the focus for a sizeable new settlement. Beyond that, future growth will depend on the vibrancy of Newbury and Thatcham, and – longer term – on possibilities linked to AWE at Aldermaston. The strength of the rural economy – ranging from the equine cluster at Lambourn to the performance of market towns – will also be important.

[3] *Berkshire Functional Economic Market Area Study.* Report by Nathaniel Lichfield and Partners for Thames Valley Berkshire Local Enterprise Partnership, February 2016

Central Berkshire FEMA

Central Berkshire FEMA is similarly constrained through a combination of Green Belt and environmental constraints (including flood risk). In growth terms, its narrative is more complicated for it impinges on four different unitary authorities, each of which has its own Local Plan preparation process (which in most cases is currently at an advanced stage although still on-going). General themes, however, surround the shortage of employment land; the need for urban densification linked to the better use of town centre sites (particularly in Reading and Bracknell); and the imperative for better connectivity both within and between the major urban areas.

Bracknell has made substantial headway over recent years and progress with the Lexicon (itself the product of a town centre masterplan from 2002), is widely applauded. Reading too has seen major investment in the town centre, linked in part to the improved railway station. The imminent prospect of Crossrail (for Reading, Twyford and Maidenhead) ought to create growth opportunities – if these can be accommodated. Separately, if it is advanced, Grazeley will also have a major bearing on Central Berkshire FEMA and it will need to be part of the future growth narrative.

Eastern Berkshire FEMA

The **Eastern Berkshire FEMA** is also under some pressure.

Its future is linked intrinsically to plans for Heathrow Airport. Construction of a third runway at Heathrow should start within 2-3 years. This will be a major project in its own right but once completed, it ought to reinforce further the economic significance of international connectivity through Heathrow Airport. A Heathrow Strategic Planning Group is exploring the surrounding issues within (and beyond) Berkshire.

A second key (on-going) piece of work is the Wider Area Growth Study[4]. This reflects the complexity of the area in growth terms – including in respect of Slough, the largest town within the Eastern Berkshire FEMA.

Significant headway has been made in respect of Slough Trading Estate, which has strengthened its position as a nationally-significant business hub (including, increasingly in relation to data centres). Slough town centre is the next priority. The £400m Heart of Slough project to redevelop the town centre is underway. 2017 saw the opening of The Curve, Slough's new cultural hub and the Porter Building, which offers a fresh and dynamic environment next to Slough Station. Future development may well see residential development featuring strongly – partly because there is a pressing need to deliver more housing and partly because Slough town centre (like many others) needs to redefine its own economic purpose given profound changes within the retail sector.

Geographies linked to key sectors

Places matter – but for businesses and investors (who must be the central focus of the BLIS), administrative boundaries are irrelevant. We have already made reference to the huge importance of London, but Berkshire needs to be understood on a wider spatial canvas still.

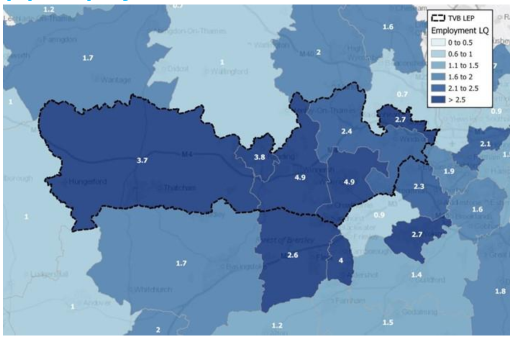
This is illustrated amply by the **IT sector**. Its scale and concentration is a defining characteristic of Berkshire's economy; within Berkshire, it accounts for almost

[4] This has been commissioned by Royal Borough of Windsor & Maidenhead (RBWM), in conjunction with Slough Borough Council (SBC), South Bucks District Council (SBDC) and Chiltern District Council (CDC). It is intended to jointly address issues arising from growth that is anticipated across the area, and potentially, more widely.

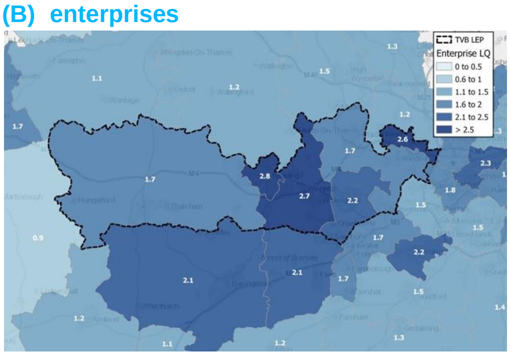
70,000 jobs and over 7,500 enterprises. It is also a major driver of productivity (see Box 2). In terms of numbers alone, the spatial pattern is very distinctive. As the maps above illustrate, in parts of Berkshire, the sector is nearly five times more significant locally than is typically the case across the UK: Reading and Wokingham (and, to a lesser extent, Slough) stand out on measures of both enterprise and employment numbers, but the sector is strongly concentrated across the piece.

Figure 5: Understanding the significance of the IT sector across Berkshire, in terms of:

(A) employment



(B) enterprises



Source: Produced by SQW 2018. Licence 100030994 Contains OS data © Crown copyright [and database right] [2018]

What the maps also show is that the local authority district/unitary areas with very high levels of IT activity extend beyond Berkshire's boundaries into – in particular – North Hampshire and Surrey. This wider footprint is very significant. It was explored as part of the Innovation South Science and Innovation Audit which alighted on the potential of the area's strengths in relation to digital enabling technologies[5].

Similar arguments can be made in respect of **life sciences**. Here though, the footprint has a different shape. It extends to the north of Berkshire into Oxfordshire. Various networks – such as the Oxford Academic Health Sciences Network – extend across both areas; and Oxfordshire and Berkshire are together developing a life sciences sector deal. This recognises that the two areas play different roles, but also that the life sciences sector needs to be understood in relation to both.

Conclusions

Across Berkshire, the spatial narrative is complex. It is the result both of policy (particularly land use planning) and the decisions made by individual businesses and investors. It defines the canvass on which economic life is acted and the spatial opportunities and constraints which give it form.

This all matters because:

- it influences the extent to which activities can co-locate (which in turn may be important in sharing knowledge, innovation and learning (virtual solutions notwithstanding))
- it shapes both the geometry and scale of labour markets and therefore the range and depth of skills that are available to employers and the diversity of job opportunities that are open to local people
- it affects the sustainability of economic life in environmental terms – an issue which is increasingly important given concerns about resource use and climate change

[5] *Innovation South – A Powerhouse of world class strengths in digital enabling technologies* SIA report, sponsored by BEIS, 2017

- it influences the balance between supply and demand across many different factors of production.

In other words, it has a material bearing on competitiveness and all the underpinnings of productivity. It is therefore a central consideration within the BLIS.


Photo credit: Reading Borough Council

4: Berkshire's economy today

Berkshire's productivity performance

According to data from ONS, Berkshire's economy generated output (GVA) to the value of **£37.8bn** in 2017 (in current prices). It is therefore a sizeable economy.

Within this context, **Berkshire is a top-performing LEP area on the main metrics of productivity:**

- On **GVA per hour worked**, Berkshire is ranked second to London amongst 38 LEP areas in England. In 2017, every hour worked in Berkshire generated GVA with a value of £40.30 compared to a UK average of £33.60.
- In 2017, every filled job in Berkshire generated GVA valued at £68.8k; the UK average was £54.3k So, on this second measure – **GVA per filled job** – Berkshire is again ranked second to London.

By virtue of being both the capital city, and a world city, London is not directly comparable to Berkshire: it hosts certain functions and plays particular roles that are, within the UK, unique. It is fair to observe therefore that among reasonable UK comparators (i.e. excluding London), **Berkshire is currently the best performing LEP area in terms of headline productivity performance**. Part of the reason for this relates to its sectoral make-up and the high incidence of international investment (see Boxes 2 and 3).

Box 2: Insights from the BLIS Evidence Base – The IT Sector

In 2017, the sector accounted for about 13% of all employment and 16% of the total business stock. Evidence suggests that, over recent years, it has seen substantial growth in employment (+21% between 2010 and 2017) and enterprises (+51%). Nationally, IT is a sector which is linked to strong productivity performance. The inference is that Berkshire's productivity performance is causally linked to the sector's scale and concentration.

Data suggest that some sub-sectors have seen rapid growth (e.g. computer programming activities and computer consultancy activities), but others have experienced declining employment and/or business stock (e.g. repair of computers and peripheral equipment; other information technology and computer service activities). In general terms, growing sub-sectors have either been those with few barriers to entry (linked to self-employment) or those which are typically regarded as higher value added.

There is some evidence of specialisms within the ICT sector at a local level in Berkshire – e.g. datacentres in Slough; cyber security (which appears to link to University of Reading); and cloud computing.

A review of literature found that Berkshire's international links via Heathrow Airport, regional links with London through the M4 motorway, the Great Western Mainline and the Reading to Waterloo Mainline, and the size of the "tech talent pool" are key reasons for IT businesses locating in Berkshire.

However, alongside this first observation, it is important to make a second: **Berkshire has been dogged by very slow productivity growth over recent years**.

Between 2007 and 2017:

- **GVA per hour worked** in Berkshire grew by 1.2% per annum compared to 1.9% per annum across the UK and 1.6% per annum in London
- **GVA per filled job** grew by 1.3% per annum in Berkshire – placing it 34th amongst 38 LEP areas in England in terms of growth rates and well below the UK average (2% per annum).

This all suggests that Berkshire's strong absolute performance is the result of its economic endowment and accumulated past investment – but also that **its comparative advantage is diminishing**.

For the BLIS, this presents an overarching challenge.

Box 3: Insights from the BLIS Evidence Base – International investment

Berkshire has the highest concentration of foreign-owned companies of all 38 LEP areas. Data from Inter Departmental Business Register (IDBR) (2017) demonstrate that whilst 98% of enterprises in Berkshire are UK owned, foreign-owned businesses account for 47% of turnover in Berkshire and 30% of employees. Two main conclusions follow:

- foreign-owned businesses account for a substantial share of the Berkshire economy (in terms of employment and turnover)
- foreign-owned businesses are typically relatively large – certainly as compared to the economy as a whole.

Sectorally, Berkshires inward investment profile is dominated by knowledge-economy sectors. ICT-related investments accounted for the lion's share of recent FDI wins in 2017-18, life sciences and biotech/pharma were also apparent.

There is a substantive literature and evidence base describing the attractiveness of Berkshire in relation to inward investment. From this material, five factors appear to be uppermost in explaining what attracts internationally-owned businesses to Berkshire: accessibility – linking to Heathrow and proximity to London; the importance of Reading as a "node" within Berkshire; cost (relative particularly to London); workforce availability; and business confidence.

There is much academic and other literature to suggest that companies with Foreign Direct Investment out-perform their domestically-owned competitors. In July 2018, ONS figures revealed that businesses under foreign-ownership are up to three times as productive as domestic ones. This in turn bites at two levels: the performance of the businesses themselves (i.e. the direct effect) and the performance of local economies which benefit from indirect effects linked to spill-overs. Berkshire has long been a beneficiary of this process and the FDI data appear to suggest that – at least for now – this is continuing.

Key data:

The value of goods and services exported from Berkshire is high. The value of services exported from Berkshire was £7.7bn (in 2016), the highest local (NUTS3) area outside of London

Foundations of Productivity

In order to interrogate the causes of productivity performance, the Industrial Strategy White Paper considers five Foundations of Productivity. The fifth Foundation – place – is cross-cutting and in relation to the specifics of Berkshire, it was introduced in the previous chapter. The other four Foundations provide a lens on Berkshire's assets – and its principal strengths and weaknesses.

Ideas

Nationally, government has set a target that 2.4% of GDP should be devoted to R&D. R&D expenditure as a proportion of local economic output (GVA) is high in Berkshire at just over 4%; this is the fifth highest figure of all 38 LEP areas. Neighbouring areas also perform strongly.

Within Berkshire, there is one main higher education institution – **University of Reading** – together with small facilities linked to other institutions (e.g. University of West London).

2026 will mark University of Reading's centenary as an independent university and its vision is to be a "*vibrant, thriving, sustainable, global and broad-based institution, responsive to, stimulated by and informing changes in the world around us*". Consistent with this vision, it has five Interdisciplinary Research Institutes (including the Institute of Food, Nutrition and Health and the Institute for Environmental Analytics). These are well-aligned with major themes from the White Paper, particularly the four Grand Challenges (artificial intelligence and data; future of mobility; clean growth; ageing society). They are also well aligned with the wider competencies and possibilities that define Berkshire in socio-economic terms.

University of Reading is, increasingly, recognising the importance of links – in both directions – to the business community, and it has put in place an infrastructure to facilitate these. This includes an Enterprise Centre which is located on its main campus, and Thames Valley Science Park. Having been identified as a project priority at the time the Strategic Economic Plan was drafted in 2014, Thames Valley Science Park is now open and operating; its completion is rightly regarded as one of the major developments of recent years.

Alongside the University of Reading, other major organisations/corporates are functioning as anchor institutions in the "ideas economy" – in the sense both of providing a local driver for research and innovation *and* (in some cases) providing a focus for the possibility of spatial clustering. Examples include:

- **AWE** – with a range of defence-related specialisms, including high performance computing and materials science, at a large site at Aldermaston, some of which could come forward for employment uses
- **Deloitte's Cyber Intelligence Centre** which has grown quickly within Berkshire
- **Syngenta** – with its global R&D centre for agro-chemical research, and aspirations to develop a science park at its site near Bracknell.

Business environment

Berkshire is a place where enterprise can flourish. There are 44,600 enterprises in total, suggesting roughly 780 for every 10,000 residents of working age. Across the UK, the equivalent figure is about 640. This points to a vibrant and entrepreneurial business environment within Berkshire and a strong small business community.

In parallel, Berkshire also has a strong complement of larger businesses, many of which are internationally owned. It is these for which Berkshire is best known – the likes of Cisco, Microsoft, Telefonica, Oracle and Vodafone in the IT sector; Bayer, Syngenta, GSK, UCB and RB in life sciences; and a raft of household names across professional and financial services (PwC, EY, Deloitte, etc., as well as regional firms like Shoosmiths). It also has a new generation of companies with specialisms in artificial intelligence and cloud computing; examples include Cloud Factory, Rapid 7, Carbon Black, Tanium, Crowdstrike.

In practice, the business environment within Berkshire has supported the formation and growth of both small, entrepreneurial businesses and larger players. Proximity to Heathrow Airport and London have been helped to shape the business environment, but its character is not reducible to external influences alone: Berkshire *as a place* has been important too.

Major employment sites – most notably Green Park (on the edge of Reading) and Slough Trading Estate – have helped to provide a visible focus. Increasingly, they fulfil many of the functions of anchor institutions in their own right – through, for example, the provision of formal and informal networking and support. They are genuine economic hubs of some scale: a cluster of data centres has, for example, emerged at Slough Trading Estate.

However, elements of the business environment require attention. In general terms – as the previous chapter explained – there is a shortage of employment land, in part because of changes to residential uses, accelerated through permitted development. Moreover, available sites and premises are expensive, pricing out lower value uses and forcing businesses seeking grow-on space to look elsewhere.

In addition, there is concern that provision for very early stage businesses may still be under-developed. Some flexible and managed workspace is available within Berkshire's town centres, and there is evidence of commercial investment, but the provision of more animated incubator, accelerator and co-location spaces – which are fully part of a wider ecosystem – is limited[6].

Against this backdrop, Thames Valley Berkshire Growth Hub is supporting the

[6] Thames Valley Berkshire Supporting Workspace – Report by Renaissi, November 2016

development of small businesses from across a wide range of sectors.

In parallel, building on the ScaleUp Berkshire Programme, the challenge must be to encourage more businesses to scale-up, recognising the importance of the wider business environment in this context. Access to appropriate forms of growth finance is one key element; access to people with the right skills is a second; and the provision of appropriate commercial property is a third. The BLIS must in practice respond to all three.

Key data:

Berkshire has the 6th highest concentration of scale-up firms of all 38 LEP areas – with 580 firms scaling between 2013 and 2016

Supporting scale-up is important in terms of economic performance and productivity. But it also matters in relation to wider aspirations for inclusive growth. Growing firms provide a range of occupations and they play a key role in facilitating progression within the labour market. If these businesses are "squeezed out", there is a risk that the prospects for progression are similarly curtailed.

People

Berkshire's labour market: buoyancy, quality and "tightness"…

Within Berkshire, people constitute both a critical economic asset, but also – increasingly – a growth constraint. Two sets of data-driven observations explain why:

- Between 2006 and 2016, the total number of jobs in Berkshire grew by 15%. Over the same period, the resident working age population increased by around 5%. So, the number of jobs has grown much more quickly than the number of working age people.
- Across Berkshire, employment rates are high. Overall, the proportion of 16-64 year olds in employment is around 80%, some five percentage points higher than the national average.

The inference is a very tight labour market – and all the qualitative evidence from employers points to the challenges of recruitment and retention. The clear implication is that Berkshire's economy needs to grow principally by increasing the output from jobs, not the overall number; in other words, the overarching imperative must be one linked to productivity.

Within this context, it is also important to recognise the attributes of the labour market on which employers can draw. Within Berkshire, qualification levels are generally high: the proportion of working age adults with degree level (or higher) qualifications is close to ten percentage points above the national average. Locally, it is higher again (in Windsor and Maidenhead, and in Wokingham).

Particularly for major corporates, the effective labour market catchment is larger than Berkshire: people can be attracted from a wide area, including internationally. And as noted already, whilst there are high levels of out-commuting (especially to London), flows in the opposite direction are substantial too.

This overall picture – of buoyancy, quality and "tightness" – undoubtedly brings some challenges, and any dialogue with employers will quickly turn to these. Recruitment is difficult. Retention is also hard, particularly given the attractions that London presents for aspirational and ambitious employees, young ones especially.

Berkshire's labour market: challenges for those in low pay jobs…

However, there is a second narrative which is equally important in Berkshire, and to which the BLIS must respond.

Research by University of Oxford found that for every ten middle-skilled jobs that disappeared in the UK between 1996 and 2008, about 4.5 of the replacement jobs were high-skilled and 5.5 were low-skilled.[7] The consequence is polarisation across the labour market. Nationally, this process is forecast to continue[8].

Although both the indicator and the data are imperfect, one insight into the consequences for Berkshire relates to earnings. In absolute terms, earnings have become more polarised in every unitary authority across Berkshire since 1997. Relatively – on the basis simply of the ratio between the 10th and 80th percentiles – they have become slightly more polarised in Reading and West Berkshire and slightly less polarised in the other four areas, but the differences are still sizeable.

For those in low pay employment, Berkshire is a very challenging place to be: house prices are well above the UK average and affordability ratios are, for many, prohibitive.

Moreover, there is evidence to suggest that progression within the labour market is difficult. Jobs in "the middle" have been squeezed. Historically, these have played a crucial role in relation to progression for individuals. Finding alternative routes will be essential if more inclusive growth is to be achieved (see Box 4).

Box 4: Insights from the BLIS Evidence base – Unpacking "the middle"

A concern identified by the Productivity Commission during its first meeting was the apparent absence of "the middle" (in terms of jobs, occupations and activities) in Berkshire: both "the top" and the "the bottom" have grown, but "the middle" has all but disappeared. Patterns of this nature are recognised nationally, but because Berkshire is expensive (particularly in relation to housing and employment land/premises), these issues are exaggerated locally.

Using workplace-based data from ASHE, we considered the polarisation of employee earnings within Berkshire and how this has changed over the last two decades. Data suggest that employee earnings have become more polarised in absolute terms in every unitary authority area across Berkshire since 1997. Relatively, though, the picture is more mixed.

Nationally, the issues around polarisation are significant ones. For those who find themselves in "low pay" employment, progression is crucial, which in turn is key for inclusive growth. A national analysis by the Resolution Foundation found that the likelihood of progression is affected by four main factors:

- propensity to move jobs - generally speaking, moving jobs is a catalyst for pay growth
- type of employer - UK wide, public sector employers are considered a better route to progression than private sector companies (although large private sector employers are better than smaller ones)
- sector of employment - cleaning, hospitality, hairdressing and childcare are identified as having the highest incidence of low pay jobs
- skills: while education "helps", a degree is less effective than it used to be in securing progression, while the evidence suggests that lower level qualifications help people to enter the workforce but not to progress within it

Across these four dimensions, the overall assessment of Berkshire is mixed. Simply because of the buoyancy of the labour market, the scope for job moves must be higher than elsewhere. However, Berkshire's public sector is relatively small. We also know that there is high demand for labour in sectors where progression appears to be difficult nationally (such as cleaning, hairdressing and childcare).

A view expressed by the Productivity Commission was that the cost of business space prevents "non high-end" businesses – those which typically seek to hire people "in the middle" - locating (or remaining) in Berkshire. CoStar data found that the cost of business space – both office and industrial – is amongst the highest in the UK outside of London.

Polarisation, progression and commercial property are rarely considered together, but the links are clear and important in shaping Berkshire for the next two decades, particularly in respect of its ability to achieve growth that is both rapid and inclusive.

Skills priorities

Cutting across all of this – and at all points in the labour market – there is a need to ensure that employers can recruit the right people with the right skills. This is both an

[7] Dr. Craig Holmes of Oxford University: Why is the Decline of Routine Jobs Across Europe so Uneven? (November 2014) from: [Social Mobility Commission: State of the Nation 2016: Social Mobility in Great Britain]

[8] UK CES: Working Futures 2014 to 2024; Main report (April 2016) from: [Social Mobility Commission: State of the Nation 2016: Social Mobility in Great Britain]

immediate imperative and a future-facing one, recognising profound changes in the nature of work, an evolving sectoral make-up and the overarching consequences of technological change.

In this context, between 2016 and 2018, Thames Valley Berkshire LEP undertook a major piece of work to develop a Skills Priority Statement[9]. This involved extensive business consultation and it resulted in the identification of distinct skills priorities relating to "jobs families". These were:

- **Tier 1** – focused on high value and fast-growing sectors in which employers are finding it hard to fill vacancies (digital tech, and engineering and science)
- **Tier 2** – covering construction, health and social care, and education; these sectors too have hard-to-fill vacancies although their significance for Berkshire is as much about quality of life and the functioning of the place as it is economic output, and their links to the labour market are different
- **Tier 3** – encompassing a wide group of other sectors/occupations, ranging from transport and distribution to creative.

The key point is that all of these are important for a sustainable and inclusive labour market, and efforts to promote productivity and progression apply across the board.

Box 5: Learning today, leading tomorrow

Berkshire has excellent education providers at every key stage, with first class teaching and facilities to match. It has the University of Reading, five further education colleges and many excellent schools, including Wellington College and St George's, as well as top-rated state-funded schools

Infrastructure

The fourth of the Industrial Strategy White Paper's Foundations of Productivity relates to infrastructure – both physical and virtual.

Transport and congestion

Over recent years, Berkshire has benefited from major transport investments and more are planned; these include Crossrail, Western and Southern Rail Access to Heathrow, M4 Smart Motorway, and, longer term, a third runway at Heathrow. For the most part, the rationale for these investments is defined nationally. It reflects, again, the importance of London within the economic life of the UK and/or the significance of international gateways.

In parallel, it is important to recognise a set of infrastructure issues that needs to be defined at a more local scale. This includes long-established priorities (like a third crossing of the River Thames), but also on-going imperatives around both intra- and inter-urban connectivity. Both have seen some investment and improvement in recent years, but there is more to be done.

The context for all of this is high levels of congestion. In some respects, this is the inevitable consequence (and cost) of economic buoyancy. Resources from the Local Growth Fund have been used to invest in local improvements. In addition, transport-related stakeholders have noted that:

- local attitudes to large scale development are becoming more positive, because of the potential for major schemes to unlock infrastructure-related investment
- the appetite for virtual and IT-enabled solutions is growing quickly.

Berkshire is ripe for intelligent mobility – one of the Grand Challenges from the

[9] *Thames Valley Berkshire Skills Priority Statement 2018,* published by Thames Valley Berkshire LEP

Industrial Strategy White Paper. There is also widespread recognition that behavioural changes will need to be a central part of the solution. This will require more flexibility from employers over working hours, and a greater commitment to sustainable transport modes. Relatively small changes (such as the provision of bicycle storage facilities at more railway stations) could make a big difference in terms of the efficiency and capacity of the transport network overall.

Energy and water

However, another infrastructure that is under pressure is that relating to key utilities.

Investment cycles/processes linked to energy infrastructure are not well aligned to the needs of buoyant local economies: they struggle to react quickly in the context of fast-changing patterns of demand.

Two processes within Berkshire are especially challenging in this context. One relates to major new developments which bring a step-change in demand at a local level. A second reflects sectoral economic changes which are occurring within existing patterns of land use. The increasing number of data centres which occupy sites with B8 warehouse and distribution Use Classes is one important element; and the provision of EV charging facilities (for electric cars) is another.

It appears therefore that solutions to specific infrastructure constraints (notably transport-related) are creating pressures – but also potentially market opportunities – elsewhere. Indeed, it is increasingly recognised that demands on the energy infrastructure are materially important in relation to the pace of, and constraints to, economic growth.

Housing

As noted already, housing pressures across Berkshire are substantial. All six unitary authority areas have affordability ratios that are both challenging and deteriorating. The ratio of median house prices to median gross annual residence-based earning in Slough was 7.7 in 2007 but 11.0 in 2017, and throughout Berkshire, the pattern is similar. Rental levels are also very high.

The housing stock is increasing: between 2006 and 2016, it grew by over 27,000 dwellings with the biggest absolute increases in Reading and Slough. Looking ahead, significant additional housing growth is planned, although the balance may shift spatially towards the other unitary authority areas, most of which have one or more big planned (or at least possible) developments.

For the economic potential of Berkshire to be realised, it will be important that these sites come forward and the housing numbers set out in emerging Local Plans are indeed achieved.

Consultation Questions in relation to Chapter 4

Chapter 4 "boils down" a huge volume of evidence which we have gathered in earnest over the last year (and indeed before that). It seeks to probe the nature of the Berkshire economy, and to flush out both its strengths and weaknesses – and its distinctive characteristics. The strategy (presented in Chapter 6) really is founded on this assessment – so it is important.

In this context:

4-1: Do the "Foundations of Productivity" help explain the nature of economic performance across Berkshire?

4-2: Are there other factors/issues that ought to be considered given the purposes of the BLIS?

Photo credit: Berkshire Apprenticeship Service

5: Assets, challenges, constraints and opportunities

Berkshire has a mix of world-leading assets, but also major constraints linked to the growth process. These attributes need to be understood in the context of more general trends and drivers – social and environmental as well as straightforwardly economic. Cutting across all of these are specific global trends which will transform our future. Identified in the Industrial Strategy White Paper as Grand Challenges, four key ones are: artificial intelligence and data; future of mobility; clean growth; and ageing society.

Table 1 below summarises the future-facing opportunities and/or challenges that are linked to the key assets and constraints which define Berkshire. These frame both the Vision and Priorities for the BLIS (which are described fully in the chapter that follows).

Table 1: Framing the BLIS: Assets, challenges, constraints and opportunities

Asset/constraint	Future-facing opportunities and challenges for Berkshire
High incidence of internationally-owned businesses, particularly in the IT/digital sector	• Major risks and uncertainties linked to the process of Brexit • Concerns relating to the "hollowing out" of higher value or higher knowledge content functions in Berkshire • Risks surrounding the retention of younger workers within Berkshire, including international ones
University of Reading – as Berkshire's only major higher education institution	• Specialist research and teaching within the ambit of all four of the Grand Challenges • Scope to invest in the wider innovation ecosystem, recognising that the University of Reading needs to be a central player within this
Well-qualified and economically active working population	• Existing workforce skills ought to mean that Berkshire can be an agile economy, adapting effectively to technological change and, at times, being in the vanguard • Those people that are not well-qualified are at risk of in-work poverty, particularly given the nature of the housing market (both owner occupied, and rental)
Retaining young people	• London has magnetic appeal to younger adults and Berkshire struggles to hold on to its young people – particularly recent graduates
Fragmented innovation ecosystem	• The innovation ecosystem is under par, particularly in comparison to the well-qualified nature of the workforce: it may struggle to compete with the best in the world and this may matter as knowledge content rises • Opportunities exist to forge alliances, particularly with Oxfordshire (through Oxfordshire LEP), and Hampshire and Surrey (EM3 LEP), to accelerate and encourage innovation and enterprise within key sectors • Major challenges surround the lack of "ecosystem champions": who "talks up Berkshire" as a focus for dynamic and entrepreneurial small businesses and a hub for young entrepreneurs?
Berkshire's towns	• Town centre issues are "writ large" and there is a need for creative responses, informed by the achievements in Bracknell

Asset/constraint	Future-facing opportunities and challenges for Berkshire
	• In some cases, Crossrail ought to provide a catalyst for town centre regeneration and growth (Reading, Tywford, Maidenhead) • Smaller towns in the more rural parts of Berkshire need to function as economic hubs • Berkshire's towns need more profile – and they need to develop a more consistently excellent cultural offer
Berkshire's "brands"	• Windsor Castle, Ascot, Eton College, etc., are known around the world, and they present a great opportunity to raise the profile of Berkshire vis-à-vis investors and businesses • The multicultural nature of Berkshire also needs to be celebrated: "*the world comes to Berkshire*" and this ought to be a headline that is promoted
Employment land	• Lower value uses are in the process of being squeezed out with major consequences for the mix of jobs within Berkshire: looking ahead, there is a need to ensure that appropriate provision is retained, despite market and other pressures
Rural parts of Berkshire	• The natural environment is, in large part, outstanding and it needs to be celebrated in these terms, recognising the contribution it makes to the area's quality of life • Rural communities must however be sustainable – and the loss of young people in the context of very high house prices is a threat
Transport infrastructure	• Berkshire's transport infrastructure is very congested despite seeing major investment projects: modal shifts and behavioural changes will be important, as potentially will be the use of autonomous vehicles and other digital solutions
Housing provision	• There are major challenges relating to housing supply – both the quantity and the affordability in the owner-occupied and rental markets
Large parts of Berkshire are functional floodplain and/or Green Belt	• There is relatively little developable land – meaning that high density solutions will be needed and also that hard decisions may need to be taken about the nature and direction of growth over the medium-long term

Consultation Questions in relation to Chapter 5

Although short, Chapter 5 is important in moving from analysis towards strategy, and ensuring that the BLIS is future facing: it needs to anticipate major risks (upside and downside) for the economy of Berkshire as it looks ahead to 2030 and beyond.

5-1: Is the summary assessment a fair one? Does it capture the principal challenges that Berkshire is facing?

Photo credit: Slough Borough Council

6: Vision, strategy and priorities

Vision: *the best of both global and local*

At the core of our Vision is a commitment to becoming **the best of both global and local**.

We have an outstanding location at the heart of one of the world's major international gateways and adjacent to a thriving world city. This gives us tremendous opportunities for international business and for trading around the world. At the same time, we cherish the places (both urban and rural) that define Berkshire. These must be encouraged to thrive – as must the businesses and communities that call them "home".

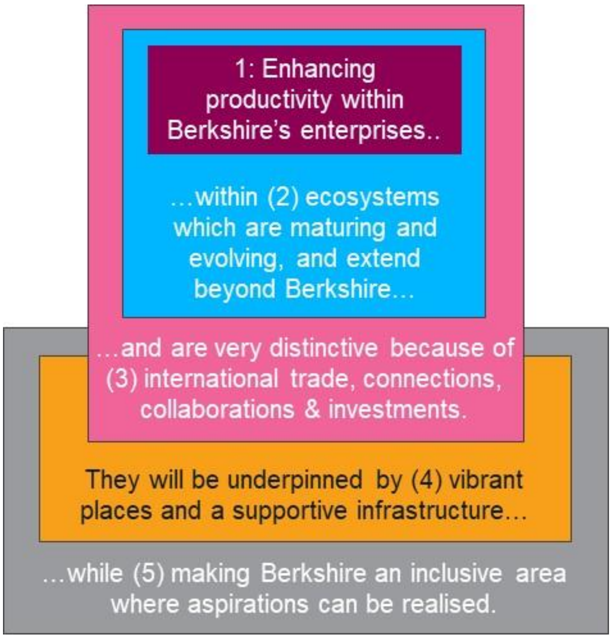
Against this backdrop, our Vision is simply that **Berkshire should grow with ambition and intent**. We want to accelerate the pace of economic growth – consistent with the strength of our assets – and then to sustain it at a high level, but we also want to see *good* growth. By this, we mean growth that is smart, knowledge-intensive, inclusive and resilient. We want businesses to thrive, communities to prosper and individuals of all ages to progress and flourish.

The consequence will be that we generate businesses, jobs and output that would simply not occur elsewhere. These will add to the health of the UK economy overall.

From Vision to Priorities

Although our economic fundamentals are robust, there is much to do in achieving this Vision. Our immediate priorities are set out in the graphic below and explained in the pages that follow. Our intention is to develop these in the light of consultation feedback over the summer months, and in discussion with central government through the process of co-design.

Figure 6: Our Priorities



Priority 1: Enhancing productivity within Berkshire's enterprises

Why this is a Priority:

- Evidence from the Productivity Commission suggests that levels of investment have stalled within Berkshire owing to macro-economic / political uncertainty and high levels of caution within the business community. Perversely, this means that productivity may have been inflated over recent years (as existing assets have been sweated hard), but future prospects may be less good. The imperative now must be to encourage businesses to invest such that productivity improvements can take place over the medium-long term.
- For most businesses, their key resource is their staff. Investing in appropriate forms of workforce development is crucial for firms to thrive in the medium-long term.
- Berkshire has a reasonable group of scale-up businesses, but it is important that these continue to invest and grow. Berkshire must provide a business environment that nurtures growing businesses. Issues with regard to the stock of commercial premises are important in this context, as are workforce skills.

What we propose to do in response:

- We want to encourage Thames Valley Growth Hub to work with businesses from different sectors to ensure they understand what productivity is, and unlock investment decisions.
- We want to build on the ScaleUp Berkshire Programme to continue encourage small businesses to grow to medium size and beyond.
- We want to build on the Funding Escalator – with links to British Business Bank and Business Growth Fund – to ensure that more businesses within Berkshire have appropriate access to growth finance.
- We want to provide an appropriate supply of sites and premises to help smaller businesses invest and grow. This will include some lower cost provision which will help in relation to the "middle level" jobs which have been identified as critical in relation to progression and inclusivity.
- We want to ensure that Berkshire's businesses have access to the best possible (existing and emerging) digital infrastructure; to this end, we will work with the major providers to ensure that major employment sites are prioritised.
- We want to work with the area's SMEs to support them to invest in their staff throughout their careers, including through an increase in the uptake of apprenticeships.
- We want to develop a more flexible approach to skills provision, which responds to the increasing diversity of working practices.

Priority 2: Ecosystems which are maturing and evolving and extend beyond Berkshire

Why this is a Priority:

- Berkshire's business community is ensconced in wider ecosystems (networks of relationships and interdependencies linked to economic life) – although compared to elsewhere, these are currently relatively weak and fragmented.
- Ecosystems are important in terms of knowledge spill-overs and more general processes of innovation; they

are also crucial in relation to risk and resilience.

- The process of enterprise/growth needs to be encouraged within deepening and evolving ecosystems which follow their own economic geography(ies): for IT and digital sectors, this extends to the south and east of Berkshire, whereas in life sciences, the stronger links are to the north.

What we propose to do in response:

- We want to forge alliances with partners in Oxfordshire (through Oxfordshire LEP) for life sciences, and Hampshire/Surrey (through EM3 LEP) and Heathrow/London on the digital front, building on the SIAs and working towards sub-national sector deals.
- We want to develop the role of University of Reading as an anchor institution, building on Thames Valley Science Park and recognising its assets in terms of the Grand Challenges.
- We want to investigate the potential surrounding other major organisations (possibly including AWE and Syngenta) and also major employment sites (like Green Park and Slough Trading Estate) to develop a network of institutional anchors across Berkshire. We consider this model to be highly appropriate given the settlement structure and the distribution of businesses/people.
- We want to support the appropriate development of innovation spaces in our town centres and/or close to railway stations.
- We want to develop flexible and market-led skills/workforce plans that are driven by the needs of major sectors, build "Berkshire's future talent", and use apprenticeship (and other) routes to make them happen; this could potentially include an Institute of Technology.
- We want to identify, encourage and celebrate reinvestment cycles, building a stronger "sense of place" in the process.

Priority 3: International trade, connections, collaborations and investments

Why this is a Priority:

- Berkshire is among the most outward facing local economies in the UK and its prosperity and sectoral make-up owes much to sustained inward investment. There is also evidence to suggest that inward investment is correlated with strong productivity performance. The inference therefore is that Berkshire's productivity strengths may reflect its international make-up.
- Berkshire has big economic advantages and potentials linked to Heathrow Airport; in principle, these ought to be strengthened further in the context of a third runway.
- However, the scale of inward investment fell in 2018/19 and patterns and processes of both inward investment and international trade may well change in the context of Brexit. This presents risks – upside and downside – and designing in resilience needs to be a priority.
- There is some concern that the international corporates have "hollowed out" activities in Berkshire. Specifically, Berkshire appears to attract sales, marketing and management functions, with innovation-focused activities located elsewhere.
- More generally, there is a need to deepen/strengthen relationships within broad ecosystems and

emphasise the importance of place-based assets from the perspective of international investors and the internationally mobile workforce.

What we propose to do in response:

- We want to exploit fully the benefits of Heathrow proximity including, most immediately, through the work of the Heathrow Strategic Planning Group and the priorities identified in the Heathrow-focused Science and Innovation Audit.
- We want to stay close to the major companies in Berkshire to understand how their thinking is evolving, particularly as the Brexit process unfolds.
- We want to involve the corporates in ecosystem development ventures – both in branding terms, and attitudinally: the major inward investors ought to be functioning more as anchor institutions and contributing fully to economic life within Berkshire. We believe there is scope to develop networks of businesses that are operating internationally to "share war stories" and strengthen links.
- We want to build our relationships with the "next generation" of international investors in Berkshire, ensuring that we remain a leading location for global tech investment.
- Through the Growth Hub and the Department for International Trade (DIT), we want to encourage small businesses to "think global" and trade internationally.
- We want to continue to promote Berkshire internationally – as a culturally rich and beautiful place that is also a thriving hub for IT/digital businesses and for the life sciences. In this context we want to forge stronger links with similar "global places" (e.g. Boston, Zurich).
- We also want to highlight more explicitly the quality of the area's countryside (as part of the area's USP in relation to international investors and investment).
- We want to take steps to celebrate "*the world coming to Berkshire*", welcoming workers and investors from across the world.

Priority 4: Vibrant places and a supportive infrastructure

Why this is a Priority:

- Berkshire lacks a dominant city (other than, arguably, London) and its towns – and in particular its town centres – need to function well. Some have seen real progress over the recent past (e.g. Bracknell) and some are developing ambitious plans (e.g. Slough), but across the piece, it will be important that the towns flourish, including with regard to their cultural offer.
- In parallel, Berkshire needs to continue to make better use of employment sites – whilst recognising the pressure that exists to divert employment land to housing uses. Throughout, there is a need to be flexible and responsive: "meanwhile uses" have a key role to play.
- Berkshire also needs to confront a range of infrastructure constraints and possibilities, recognising that energy/utilities is under considerable pressure and new investment is required.
- The transport network is congested. In part, this is an inevitable consequence of economic success. But the network also lacks resilience. It is overly dependent on key routes (such as the M4). Digital solutions need to be a key part of the response (including Smart M4, which is due to be completed in 2022).

- Finally, housing delivery is an overarching concern. Although this is creating pressures in relation to congestion, there is an urgent need to improve affordability and provide more (young) people with a home. There will be a need for mixed tenures (shared ownership, market rent, and opportunities to move between tenures).

What we propose to do in response:

- The agenda relating to Priority 4 is enormous. It extends well beyond the immediate remit of the BLIS and into the domain of spatial planning. However, there are steps that could be taken by wider partners and stakeholders.
- There is a need to celebrate and promote Berkshire's town centres as interesting and rewarding places, linking in part to Berkshire's cultural/leisure offer and recognising that they need to help attract and retain young people (particularly recent graduates). There is also a need to re-establish town centres as a place for enterprise. This will link with Priority 1 and Priority 2.
- With regard to transport, the imperative is to emphasise the ongoing importance of
  - modal shifts and the development of sustainable transport solutions
  - the use of big data in redefining transport issues.
- In relation to spatial development, it will be important to ensure that good use is made of sites close to railway stations and motorway junctions, and in strategic transport corridors, nurturing the development of connected ecosystems.
- More generally, it will be important to ensure that the full range of provision for land and premises required by major sectors is available – from start-up (incubator, managed workspace) to grow on space – in suitable locations (both urban and rural)
- In relation to housing, steps need to be taken to accelerate delivery. In addition – given the costs linked to Berkshire – there may be a case for a Berkshire-specific "help to buy" scheme.

Priority 5: Making Berkshire an inclusive area where aspirations can be realised

Why this is a Priority:

- There are particular risks linked to inclusivity in Berkshire: the downside of outstanding international connectivity is that it has the scope to be a very unequal place.
- Within this context, there is a need to focus strongly on the challenges and potential of "the middle" in terms of labour market, sectoral composition, property provision, housing, etc. This may well define a particularly important role for the public sector – but in the context of a dynamic, commercially-driven economy.

What we propose to do in response:

- The agenda linked to Priority 5 is enormous and many of the key levers are national in scale. However, working with partners and stakeholders, we can make a difference locally.
- There is a need to refocus adult learning on employment flexibility, recognising the impact of technology need to plan for major career changes. Steps ought also to be taken to develop a dialogue around the concept and process of "progression", both *within* and *across* firms and

sectors as lifetime working patterns become more complex.

- More specifically, there is a case for promoting the uptake of the Living Wage, building on the success of Heathrow Airport, and linking any public support to the adoption of the Living Wage.
- Linking to Priority 2, steps ought to be taken to ensure that "ecosystem leaders" reflect the wider population of Berkshire, particularly with regard to ethnicity, nationality, age and gender. In this context, the importance to productivity and growth of culturally diverse workforces in vibrant ecosystems ought to be recognised and celebrated – a workforce for/from the world.
- There is a need to consider the scope for delivering social value through procurement decisions (for example to support local recruitment) and training), and recognise the role of the public sector more generally.

Consultation Questions in relation to Chapter 6

Chapter 6 is the main statement of strategy, based on the evidence and analysis set out in preceding chapters and anticipating the implementation arrangements that are described later. The detail of Chapter 6 however remains to be developed and it is in this domain that we will focus particularly over the summer months. Comments and feedback in relation to Chapter 6 are therefore especially important.

6-1: Chapter 6 begins with a Vision. Do you support it?

6-2: Chapter 6 sets out a huge agenda for action under five distinct Priorities. Within this, what do you consider to be the most important Priority(ies) in seeking to achieve the Vision?

6-3: Moving down a layer, what do you consider to be the most important potential actions under each Priority, taking each in turn:

- *Priority 1: Enhancing productivity within Berkshire's enterprises*
- *Priority 2: Ecosystems which are maturing and evolving and extend beyond Berkshire*
- *Priority 3: International trade, connections, collaborations and investments*
- *Priority 4: Vibrant places and a supportive infrastructure*
- *Priority 5: Making Berkshire an inclusive area where aspirations can be realised*

6-4: Currently, actions under each Priority are set out in headline and indicative terms only. How might you/your organisation contribute to their development over the summer and their delivery thereafter?

6-5: Currently, many people who live in Berkshire are not really benefitting from the area's economic vibrancy. What more should be done to help improve their life chances?

Photo credit: StoryFutures

7: Delivery commitments and alliances

Chapter 7 will need to be developed once the detail of Chapter 6 is agreed.

However, it will be based on the following points of principle:

- Alliances will need to be forged and sustained to deliver the BLIS which extend beyond the boundaries of Berkshire: they will be driven by relevant functional footprints, and spatially, they may vary from one intervention to the next. These alliances will include regional arrangements where appropriate – e.g. Transport for the South East (TfSE), partnerships linked to Heathrow Airport, and Innovation South.
- National relationships will also be needed – and Berkshire will be a national trailblazer in relation to parts of its BLIS. For these, we would expect close relationships with relevant parts of central government (e.g. with DIT in relation to inward investment and Heathrow Airport).
- The unitary authorities will play a key role – particularly in relation to infrastructure. Implementation plans will be important here.
- Grant funding will need to feature, but in a minor and targeted way only (e.g. Shared Prosperity Fund). More generally, there will be a need to commit to potential funding mechanisms that are self-sustaining – including for infrastructure and other investments that have traditionally been funded through the public purse.
- There will be a mix of short- and long-term priorities and interventions. Amongst the former, there should be some that are “ready to go”, should relevant bidding opportunities emerge.

Consultation Questions in relation to Chapter 7

This chapter needs to be developed once delivery priorities are more clearly specified, but it will be crucial in terms of giving the BLIS traction – both locally and nationally.

7-1: How will you/your organisation contribute to the delivery of the BLIS?

Photo credit: Reading College

8: Monitoring and evaluation

This chapter will be developed once the strategy is complete. It will set out some high level and indicative quantified targets, taking into account the overarching purposes set out in Chapter 2 – and the emphasis will be on measures of productivity and inclusivity.

It will provide relevant logic chains with a statement of possible methods and approaches. These ought to be informed by a discussion in terms of the level of resource that we (and our partners) are willing and able to commit to M&E.

In addition, it may be appropriate to discuss and agree M&E plans with other areas (e.g. in relation to sectoral approaches) and central government (in relation to elements where Berkshire is – in some sense – a national leader).

Consultation Questions in relation to Chapter 8

This chapter will be developed once the rest of the BLIS is essentially in place, but comments in response to three questions would be helpful:

8-1: Is there any evidence linked to monitoring and evaluation – and an overall assessment of "what works" – that you might find especially useful?

8-2: What could you/your organisation contribute to generating that evidence?

8-3: How much resource do you think should be devoted to M&E – and in what ways could your organisation contribute?

Photo credit: Royal Borough of Windsor & Maidenhead

Thames Valley Berkshire

LOCAL ENTERPRISE PARTNERSHIP

HM Government

INDUSTRIAL STRATEGY

APPENDIX 3

PLANNING AND HIGHWAYS COMMITTEE MEETING

SCHEDULE OF PLANNING APPLICATIONS
3 JUNE 2019

Members are requested to consider the following Planning Applications, details of which are available on the West Berkshire Council planning portal and can be viewed via the links below:

RUNNING ORDER	WARD	APPLICATION NUMBER	LOCATION AND APPLICANT	PROPOSAL
1	CLAY HILL	19/01122/HOUSE	36 Cromwell Road, Newbury for Darren Walters	First floor extension to side and rear to form additional living space
2	EAST FIELDS	19/01137/FULD	The Bungalow, Greenham Island, Mill Lane, Newbury for Mark Wiltshire	Replace existing dwelling with smaller dwelling
3	EAST FIELDS	19/000923/HOUSE	26 Howard Road, Newbury for James & Charlotte McCunn	Change of roof tile and removal of chimney
4	SPEENHAMLAND	19/0827/HOUSE	56 Digby Road, Newbury for Mrs Caulfield	Two storey rear extension
5	WASH COMMON	19/01263/HOUSE	Blue Cedars, Andover Road, Newbury for Mr & Mrs Dunbar	First floor side extension
6	WASH COMMON	19/00978/FUL	The Two Watermills, Monks Lane, Newbury for Eugenie Ltd	Installation of 2x electric charging points alongside existing car parking spaces, with ancillary bollards, power feeder pillar and signage
7	WASH COMMON	19/01111/HOUSE	190 Andover Road, Newbury for Mr & Mrs Stowe	Replacement of conservatory with rear single storey extension
8	WASH COMMON	19/01179/HOUSE	31 Monks Lane, Newbury for Niall & Ros Barker	Proposed two storey front extension and first floor extension. External render and timber cladding upgrade to some external walls, some replacement windows
9	WASH COMMON	19/01196/HOUSE	11 Willowmead Close, Newbury for Mr & Mrs Taylor	Conservatory
10	WASH COMMON	19/01215/HOUSE	33 Montgomery Road, Newbury for Mr & Mrs C Phillips	Addition to larger rear dormer replacing existing rear dormers
11	WASH COMMON	19/01087/HOUSE	Wishanger, Kendrick Road, Newbury for Glenn James	The erections of a detached double garage to include 2x garage door, 6x roof lights, 2x single doors and windows
12	WASH COMMON	19/01277/HOUSE	25 Paddock Road Newbury for Caroline Braidwood	Demolition of existing garage and porch. Construction of a single storey side and rear extension and associated works
13	WEST FIELDS	19/00930/ADV	148 Bartholomew Street, Newbury for Star Pubs	Installation of two awnings, replacement illuminated and non-illuminated signs to the exterior of the building
14	WEST FIELDS	19/01010/REM	31-34 Bartholomew Street, Newbury for Ressance Limited	Application for approval of reserved matters following permission 16/01942/OUTMAJ - Outline application development of 14 no. 2 bed apartments and A1 unit – Matters to be considered – appearance and land scraping.

RUNNING ORDER	WARD	APPLICATION NUMBER	LOCATION AND APPLICANT	PROPOSAL
15	WEST FIELDS	19/01158/ADV	35 Bartholomew Street, Newbury for Paul Green	Main fascia sign and hanging sign to advertise services of the business occupying the premises
16	WEST FIELDS	19/01224/ADV	12 Northbrook Street, Newbury for Loungers UK Ltd	Installation of new fascia sign and new hanging sign
17	WEST FIELDS	19/01223/LBC2	12 Northbrook Street, Newbury for Loungers UK Ltd	Installation of new sign
18	WEST FIELDS	19/01271/HOUSE	45 Berkeley Road, Newbury for Mr & Mrs Jones	Two storey rear extension with internal modifications
19	**Adjacent Parish** (SPEENHAMLAND)	19/01157/HOUSE	81 Dene Way, Donnington, Newbury for Mr D Reed	Erection of conservatory following removal of existing
20	**Adjacent Parish** (SPEENHAMLAND)	19/00442/OUTMAJ	Land Adjacent to Hilltop Oxford Road, Donnington, Newbury for David Wilson Homes (Southern)	Section 73: Variation of Condition 1 (approved plans) and Condition 14 (A339 underpass CCTV) of planning application reference 14/02480/OUTMAJ allowed under appeal decision reference APP/W0340/W/16/3143214 dated 20 March 2017 Outline application for mixed use scheme on 23.1ha of land, comprising up to 401 dwellings on 11.35ha of land. A 400m2 local centre (Use Classes A1/A2/D1/D2 - no more than 200m2 of A1) on 0.29ha of land, one form entry primary school site on 1.71ha of land, public open space, landscaping and associated highway works. Matters to be considered: Access. **(See Appendix 2a)**
21	**Adjacent Parish** (SPEENHAMLAND)	18/03061/RESMAJ	Land Adjacent to Hilltop Oxford Road, Donnington, Newbury for David Wilson Homes (Southern)	Reserved matters application for phased development of 222 dwellings following approval of outline application 14/024800/OUTMAJ. Matters to be considered: Appearance, Landscaping, Layout & Scale. **(See Appendix 2b)**

Turley

APPENDIX 3A

10 April 2019
Delivered by email

Jay Singh
West Berkshire Council
Planning and Transport Strategy, Council Offices
Market Street
Newbury
RG14 5LD

Ref: BARS3003

Dear Mr Singh,

APPLICATION REFERENCE 19/00442/OUTMAJ - LAND ADJACENT TO HILLTOP, OXFORD ROAD, DONNINGTON

We are writing on behalf of David Wilson Homes (Southern) in respect of the above application, which seeks to amend the parameter plans approved under outline planning permission 14/02480/OUTMAJ.

Following discussions with yourself and a review of consultee responses we enclose with this letter amended parameter plans for your consideration. For ease, we have set out the original plans against those to be substituted for determination as part of both the Section 73 and reserved matter applications:

Parameter Plan	Plan to be superseded	Updated Parameter Plan	Amendments Made
Land Use	3511-E	3511-F	This has been amended to reflect the revised layout and includes a minor adjustment to the location of the pumping station
Density	3521-E	3521-G	This has been revised to reflect the amended land use plan
Building Heights	3531-E	3531-G	This has been revised to reflect the amended land use plan
Access and Movement	3541-C	3541-D	This has been changed to show the diversion of the Public Right of Way as requested by the Crime Prevention Officer's comments
Landscaping	3551-E	3551-G	This now includes the provision of allotments

			as per the originally approved outline plans
Drainage	3561-B	3561-C	This has been revised based on the new Drainage Strategy and includes the new location of the attenuation basin

If you have any queries in relation to these amendments, please do not hesitate to contact me directly on the details below.

Yours sincerely

Clara Millar

Clara Millar
Planner

clara.millar@turley.co.uk

Turley

APPENDIX 3B

10 April 2019
Delivered by email

Mr Jay Singh
West Berkshire Council
Planning and Transport Strategy, Council Offices
Market Street
Newbury
RG14 5LD

Ref: BARS3003

Dear Mr Singh,

APPLICATION 18/03061/RESMAJ - LAND ADJACENT TO HILLTOP, OXFORD ROAD, DONNINGTON

We are writing on behalf of David Wilson Homes (Southern) in respect of the above application which seeks permission for:

"Reserved matters application for phased development of 222 dwellings following approval of outline application 14/02480/OUTMAJ. Matters to be considered: Appearance, Landscaping, Layout and Scale".

Following careful consideration of consultee responses, as well as correspondence with a number of stakeholders including Shaw-cum-Donnington Parish Council, the Crime Prevention Officer and yourself - we have made revisions to a number of documents and drawings supporting this application.

Amended Drawings

For ease, we have set out the original drawings against those to be substituted through these amendments, highlighting the revisions which had been made and where applicable, the comments they respond to.

The Pinnacle
20 Tudor Road
Reading
RG1 1NH

T 0118 902 2830 turley.co.uk

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
__Layouts__				
Access and Movement Layout	H7931/AML/01	H7931_AM_01_A	Highways raised an issue with parents picking up and dropping off within a narrow cul-de-sac	- Two parking courts replaced with shared private driveways - Section of adopted driveway to north road replaced with a shared private driveways - Turning head provided to school drop off area
Access and Movement Layout	H7931/AML/02	H7931_AM_02_A		
Access and Movement Layout	H7931/AML/03	H7931_AM_03_A		
Bin Collection Layout	H7931/BCL/01	H7931_BCL_01_A		- Various changes made, see plan for detail
Bin Collection Layout	H7931/BCL/02	H7931_BCL_02_A		
Bin Collection Layout	H7931/BCL/03	H7931_BCL_03_A		
Contractors Compound	H7931/CCD/01	H7931_CCD_01_A		- No change
Contractors Compound	H7931/CCL/01	H7931_CCL_01_A	CLH Pipeline System objected on the basis that propose development would restrict access to the pipeline, both for routine maintenance and in an emergency situation	- Pipeline alignment added and easement amended. Fencing to allotment area shown.

The Pinnacle
20 Tudor Road
Reading
RG1 1NH

T 0118 902 2830 turley.co.uk

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
Garden Area Layout	H7931/GAL/01	H7931_GAL_01_A	Query raised regarding garden sizes	- Updated to reflect revised layout. Plot 11 now drops below standard. Plot 43 now meets the minimum garden area required
Garden Area Layout	H7931/GAL/02	H7931_GAL_02_A		
Garden Area Layout	H7931/GAL/03	H7931_GAL_03_A		
Highways Adoption Layout	H7931/HAL/01	H7931_HAL_01_B	Highways raised an issue with parents picking up and dropping off within a narrow cul-de-sac	- Amended to include school drop off turning head, access to allotments and pumping station and provide private drive access to plots 45 - 48
Highways Adoption Layout	H7931/HAL/02	H7931_HAL_02_B		
Highways Adoption Layout	H7931/HAL/03	H7931_HAL_03_B		
Materials	H7931/ML/01	H7931_ML_01_A		- Plan updated to reflect revised layout only.
Materials	H7931/ML/02	H7931_ML_02_A		
Materials	H7931/ML/03	H7931_ML_03_A		
Master Layout	H7931/PL/01 H	H7931_PL_01_K	Tree Officer raised concerns regarding the close proximity to trees and over shadowing	- Plots 18 to 19 repositioned - Plots 29 and 30 orientated and repositioned to remove driveways from within RPAs
Master Layout	H7931/PL/02 H	H7931_PL_02_K		
Master Layout	H7931/PL/03 H	H7931_PL_03_K		

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
			CLH objected on the basis that the proposed development would restrict access to the pipeline	- Plots 8 to 11 and 1 to 7 repositioned to take into account the gas main easement width agreed with the statutory pipeline owner
			Crime Prevention Officer raised concerns regarding safety of underpass	- Plots 202 to 27 and 155 to 163 positions have been adjusted to give better surveillance over the under pass
			Parish Council raised concerns regarding the omission of the allotments	- Allotments and associated access/parking have been added adjacent to plots 35 to 37
			Highways Officer raised concerns regarding limited options to turn around	- Additional parking and turning facility provided adjacent to the school land

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
				- In addition plots 1 to 7 have been amended to facilitate better usable gardens, due to the level constraints - The dwellings around the local centre have been brought forward to relate better to the Local Centre abuilding and area - Plots 155 to 163 have been moved to provide a stop end focal building - The footpath route through the western open space has been modelled to suite the levels - Highway visibility splays have now been added - Plots 99 to 100 have been repositioned to accord with the drainage strategy requirements - The LEAP has been positioned in the north east corner of the site where levels can accommodate the facility; it is also considered that this is an appropriate location owing to the fact that the adjacent development will benefit from close proximity to the facility - The pumping station has been orientated to provide access and turning - Surface water basin removed adjacent to plot 1 to accord with drainage strategy

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
Storey Heights Layout	H7931/SHL/01	H7931_SHL_01_A		- No change to storey heights. Plan updated to reflect revised layout only.
Storey Heights Layout	H7931/SHL/02	H7931_SHL_02_A		
Storey Heights Layout	H7931/SHL/03	H7931_SHL_03_A		
Surveillance and Protection	H7931/SPL/01	H7931_SPL_01_A		- Plan updated to reflect revised layout only.
Surveillance and Protection	H7931/SPL/02	H7931_SPL_02_A		
Surveillance and Protection	H7931/SPL/03	H7931_SPL_03_A		
Street Scene AA – BB	H7931/SS/01	H7931_SS_01_A		- Updated to reflect revised layout
Street Scene CC – EE	H7931/SS/02	H7931_SS_02_A		
Tenure Layout	H7931/TL/01	H7931_TL_01_A	Queries from the Housing Officer regarding the	- No change to distribution of AH units or housing mix. Changes only relate to
Tenure Layout	H7931/TL/02	H7931_TL_02_A		

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
Tenure Layout	H7931/TL/03	H7931_TL_03_A	compliance with the SHMA	handing of plots and house type substitutions
<u>Housing Type Plans – Market Housing</u>				
Avondale Plans and Elevations	H456-7	H456-7 Rev A		- Plots 11 and 30 were Avondale now Hollinwood
Hollinwood Plans and Elevations	H486-7	H486-7 Rev A		- Plots 11 and 30 were Avondale now Hollinwood
Evesham Plans and Elevations	H586-H-7	H586-H-7 Rev A		- Plot 10 was Evesham now Manning
Manning Plans and Elevations	H5777-7	H5777-7 Rev A		- Plot 10 was Evesham now Manning
Kennett HT Plans and Elevations	T310-E-7	T310-E-7 Rev A		- Plots 41, 167, 171, 189 slightly amended design to accommodate level changes
<u>House Type Plans – Affordable</u>				
Plots 155 – 163				- Fenestration changes
	SH51-E-7	SH51-E-7 Rev A		- Dimensions updated. - Plots 143 and 144 handed to accommodate level changes
	SH51-I-7	SH51-I-7 Rev A		- Plots 71 and 73 handed to accommodate level changes
	SH52-E-7	SH52-E-7 Rev B		- Plots 178 and 179 handed to accommodate level changes
	SH52-I-7	SH52-I-7 Rev B		- Plots 64 and 66 handed to accommodate level changes

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
<u>**Landscape Plans**</u>				
Existing Habitat Features Plan	1607/P03e	1607_P03e		- Amended to reflect changes to the layout
Landscape Framework	1607/P65	1607_P65b		- Amended to reflect changes to the layout
Soft Landscaping Proposals	1607/P66b Sheets 1 to 7	1607_P66c Sheets 1 to 7		- Amended to reflect changes to the layout
Tree Pit Details	1607/P66b	1601_P66c		- Amended to reflect changes to the layout
<u>**Other Plans**</u>				
Bin Store Plots 202-207		H7931_BS_01		- Bin store now attached to apartment block
Underpass details and sections	18007-19	18007-19a		- Various – see drawing
Street Lighting		SSE-QL566-LD-001		
<u>**Drainage Plans**</u>				
Existing and Proposed Levels Sheets 1 to 6		3201-NORTH-ICS-XX-DR-C_002.1-P4(D2) 3201-NORTH-ICS-XX-DR-C_002.2-P4(D2) 3201-NORTH-ICS-XX-DR-C_002.3-P4(D2) 3201-NORTH-ICS-XX-DR-C_002.4-P4(D2) 3201-NORTH-ICS-XX-DR-C_002.5-P4(D2)		

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
		3201-NORTH-ICS-XX-DR-C_002.6-P4(D2)		
Proposed drainage		3201-NORTH-ICS-XX-DR-C_003.1-P2 3201-NORTH-ICS-XX-DR-C_003.2-P2 3201-NORTH-ICS-XX-DR-C_003.3-P2 3201-NORTH-ICS-XX-DR-C_003.4-P2 3201-NORTH-ICS-XX-DR-C_003.5-P2 3201-NORTH-ICS-XX-DR-C_003.6-P2		- Governed by ground conditions
Surface Finishes and Kerb Specification		3201-NORTH-ICS-XX-DR-C_004.1-P2(D2) 3201-NORTH-ICS-XX-DR-C_004.2-P2(D2) 3201-NORTH-ICS-XX-DR-C_004.3-P2(D2) 3201-NORTH-ICS-XX-DR-C_004.4-P2(D2) 3201-NORTH-ICS-XX-DR-C_004.5-P2(D2) 3201-NORTH-ICS-XX-DR-C_004.6-P2(D2)		

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
Private Drainage details		3201-NORTH-ICS-XX-DR-C_010-P1(D2) 3201-NORTH-ICS-XX-DR-C_011-P1(D2) 3201-NORTH-ICS-XX-DR-C_012-P1(D2)		
Private Road Details		3201-NORTH-ICS-XX-DR-C_013-P1(D2)		
Adoptable Drainage Details		3201-NORTH-ICS-XX-DR-C_031-P1(D2)		
		3201-NORTH-ICS-XX-DR-C_201-P1(D2) 3201-NORTH-ICS-XX-DR-C_202-P1(D2) 3201-NORTH-ICS-XX-DR-C_203-P1(D2) 3201-NORTH-ICS-XX-DR-C_204-P1(D2) 3201-NORTH-ICS-XX-DR-C_205-P1(D2) 3201-NORTH-ICS-XX-DR-C_206-P1(D2) 3201-NORTH-ICS-XX-DR-C_207-P1(D2)		
Drainage Long Sections		3201-NORTH-ICS-XX-DR-C_301-P1(D2) 3201-NORTH-ICS-XX-DR-C_302-		

Drawing Name	Original Drawing No.	Revised Drawing No	Consultee comments	Amendments made
		P1(D2) 3201-NORTH-ICS-XX-DR-C_303-P1(D2) 3201-NORTH-ICS-XX-DR-C_304-P1(D2) 3201-NORTH-ICS-XX-DR-C_305-P1(D2) 3201-NORTH-ICS-XX-DR-C_306-P1(D2) 3201-NORTH-ICS-XX-DR-C_307-P1(D2) 3201-NORTH-ICS-XX-DR-C_308-P1(D2) 3201-NORTH-ICS-XX-DR-C_309-P1(D2) 3201-NORTH-ICS-XX-DR-C_3010-P1(D2)		

Amended Documents

The following documents have been amended

Document Name	Date	Amendments Made
Accommodation Schedule Rev F	28 March 2019	Changes relate to house type substitutions
CIL Schedule Rev A	28 March 2019	Changes relate to house type substitutions
Transport Statement	01 April 2019	Amended to reflect changes to drawings
Construction Management Plan	01 April 2019	Amended to incorporate views of Parish Council
LEMP	04 April 2019	Amended to reflect changes to drawings
Arboricultural Method Statement	05 April 2019	Amended to reflect changes to drawings
Q02392-SSE-R2 Underpass Lighting Regime	20 March 2019	Amended to reflect changes to drawings
3201-NORT-ICS-XX-RP-C-07.001_Rev - Addendum to FRA	April 2019	Updates FRA to outline planning permission
3201-NORT-ICS-XX-RP-C-07.002 - SUDS Maintenance	April 2019	Provides guidance on ongoing maintenance of SUDS

Housing Mix

You will note that the mix has not been amended as we are confident that the mix provided is suitable for the urban fringe location of this site.

For reference, the table below sets out the mix of the scheme against the SHMA.

	1-bed	2-bed	3-bed	4+bed
Market Mix	-	8	29	96
Market Mix Percentage	-	6%	22%	72%
Recommended Housing Mix (Market) (Berkshire SHMA)	5-10%	25-30%	40-45%	20-25%
Affordable Mix	2	51	36	-
Affordable Mix Percentage	2%	57%	41%	-
Recommended Housing Mix (Affordable) (Berkshire SHMA)	30-35%	30-35%	25-30%	5-10%
Total Percentage	1%	27%	29%	43%

The Pinnacle
20 Tudor Road
Reading
RG1 1NH

T 0118 902 2830 turley.co.uk

Recommended Total Mix (Berkshire SHMA)	15%	30%	35%	20%

There is no mix specified within the decision notice, nor the Unilateral Agreement of the Outline application. The Design and Access Statement provided with the outline application contained an indicative mix (set out below) but that does not form one of the approved application documents.

1 Bed	2 Bed	3 Bed	4+ Bed
56	108	109	128
14%	27%	27%	32%

We consider that the proposed mix is largely consistent with the indicative mix included at the outline stage and consider any further changes to comply with the SHMA would have implications on the Section 106.

Furthermore, we consider that each site has to be considered within the context of its location and characteristics. The provision of smaller units on this site would have an urbanising impact on the area and would not be suitable

If you have any queries in relation to any of the amendments provided, please do not hesitate to get in contact with myself or my colleague Sara Dutfield (sara.dutfield@turley.co.uk).

Yours sincerely

Clara Millar

Clara Millar
Planner

clara.millar@turley.co.uk

Site : North Newbury | DATE: 28.03.19

Drawn by : LV | REV: F

PRIVATE

HOUSE TYPE	BEDS	SQFT	NO.	AREA	
P286	2	748	8	5,984	8
T310	3	1,089	15	16,335	
P341	3	1,001	10	10,010	29
P382	3	832	4	3,328	
H403	4	1,081	15	16,215	
H417	4	1,434	6	8,604	
H421	4	1,765	5	8,825	69
H456	4	1,491	17	25,347	
H469	4	1,536	15	23,040	
H486	4	1,220	11	13,420	
H577	5	1,972	11	21,692	
H588	5	1,983	9	17,847	27
H586	5	2,496	7	17,472	
TOTAL			**133**	**188,119**	133

AFFORDABLE

HOUSETYPE	BEDS	SQFT	NO.	AREA
SH55	3	958	11	10,538
SH52	3	926	25	23,150
SH51	2	842	27	22,734
P232	2	635	1	635
P233	2	792	1	792
P231	2	704	1	704
SF 58	1	434	1	434
SF 59	1	519	1	519
6 BLOCK				
Type A	2	729	2	1,458
Type B	2	723	2	1,446
Type A1	2	681	4	2,724
Type B1	2	675	4	2,700
9 BLOCK				
Type A	2	620	1	620
Type B	2	617	1	617
Type C	2	620	1	620
Type A1	2	620	2	1,240
Type B1	2	617	2	1,234
Type C1	2	620	2	1,240
TOTAL			**89**	**73,405**

GRAND TOTAL	**222**	**261,524**

Site : Land adjacent to Hilltop,Oxford Road, Donnington, Newbury

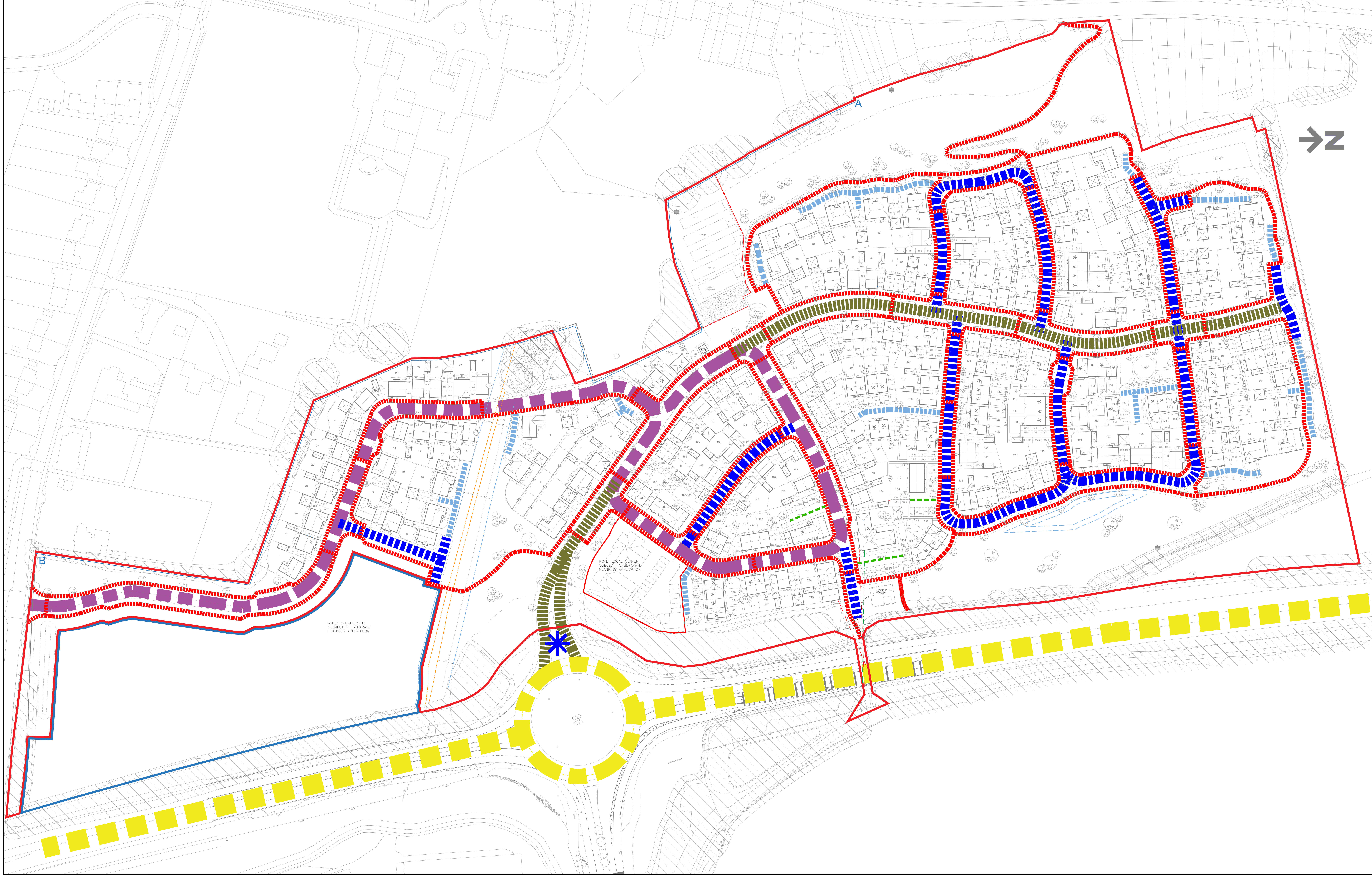
PRIVATE

HOUSE TYPE	BEDS	NO.
P286	2	8
T310	3	15
P341	3	10
P382	3	4
H403	4	15
H417	4	6
H421	4	5
H456	4	17
H469	4	15
H486	4	11
H577	5	11
H588	5	9
H586	5	7
TOTAL		**133**

AFFORDABLE

HOUSETYPE	BEDS	NO.
SH55	3	11
SH52	3	25
SH51	2	27
P232	2	1
P233	2	1
P231	2	1
SF 58	1	1
SF 59	1	1
6 BLOCK		
Type A	2	2
Type B	2	2
Type A1	2	4
Type B1	2	4
9 BLOCK		
Type A	2	1
Type B	2	1
Type C	2	1
Type A1	2	2
Type B1	2	2
Type C1	2	2
TOTAL		**89**

GRAND TOTAL		**222**



KEY

- Site Entrance
- External Access Road
- Internal Site Access Road - 4.8m
- Bus Route - 6.0m
- Spine Road - 5.5m
- Shared Private Driveways - 4.1m
- Adopted Driveway - 4.1m
- Parking Courts
- Proposed Footpaths - 2.0m

REV	COMMENT	BY	DATE
A	Updated in line with Site Layout Rev.K	LV	05.04.19

DAVID WILSON HOMES

WHERE QUALITY LIVES

DAVID WILSON HOMES SOUTHERN
Norgate House
Tealgate
Charnham Park
Hungerford
Berkshire
RG17 0YT

Telephone 01488 680 300
Fax 01488 681 594
A trading name of BDW TRADING LIMITED

Project

Land adjacent to Hilltop,
Oxford Road,
Donnington, Newbury

Drawing Title

Access & Movement Layout
(Master Layout)

Scale

1:1000 @ A1

Date

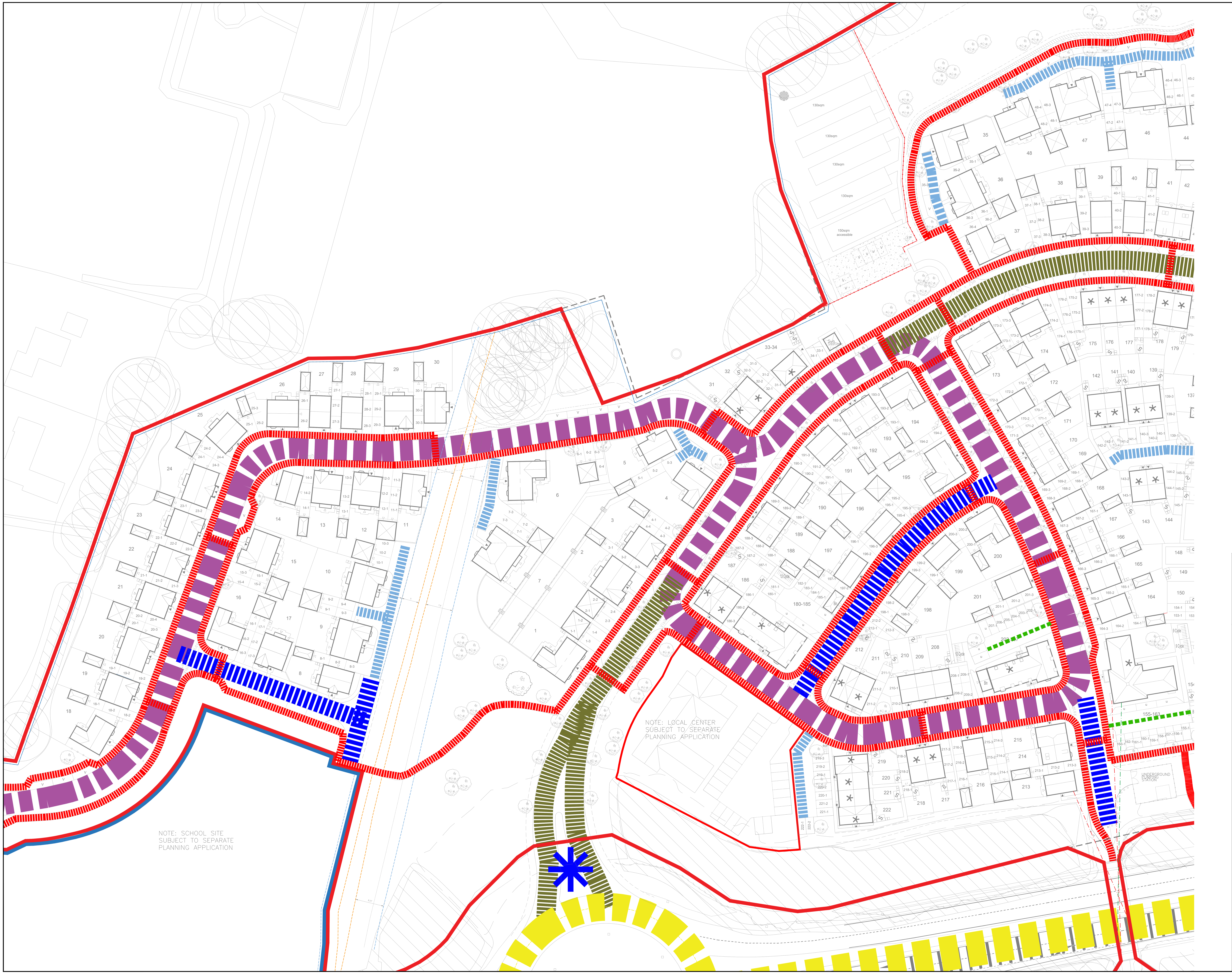
17.08.18

Drawn By: LV

Checked By

Drawing Number: H7931/AML/01

Revision: A



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REV	COMMENT	BY	DATE
A	Updated in line with Site Layout Rev.K	LV	05.04.19

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RG17 0YT

Telephone 01488 680 300
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A trading name of BDW TRADING LIMITED

Project

Land adjacent to Hilltop,
Oxford Road,
Donnington, Newbury

Drawing Title

Access & Movement Layout

Scale
1:500 @ A1

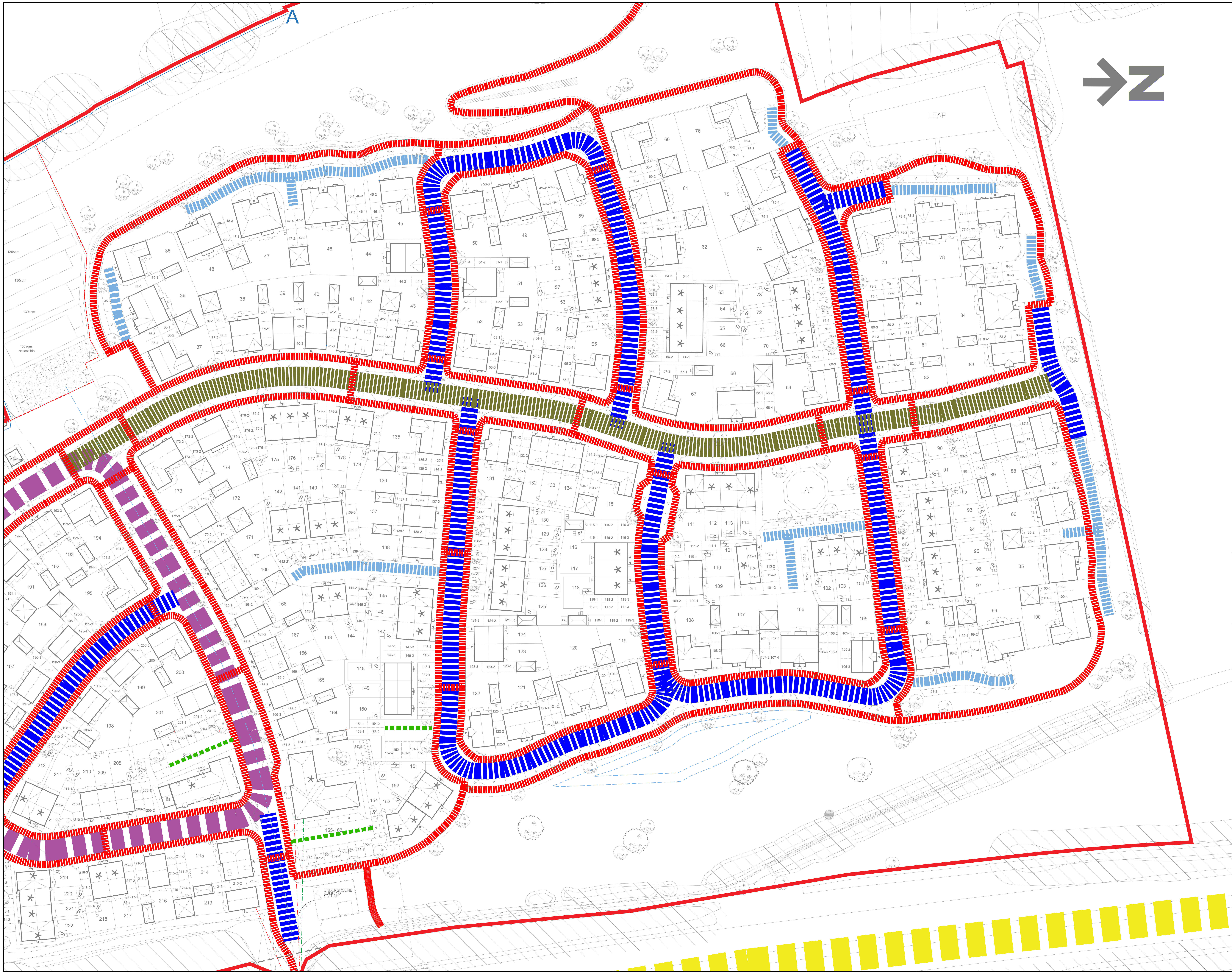
Date
17.08.18

Drawn By
LV

Checked By

Drawing Number
H7931/AML/02

Revision
A



KEY

- Site Entrance
- External Access Road
- Internal Site Access Road - 4.8m
- Bus Route - 6.0m
- Spine Road - 5.5m
- Shared Private Driveways - 4.1m
- Adopted Driveway - 4.1m
- Parking Courts
- Proposed Footpaths - 2.0m

REV	COMMENT	BY	DATE
A	Updated in line with Site Layout Rev.K	LV	05.04.19

DAVID WILSON HOMES

WHERE QUALITY LIVES

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Norgate House
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Berkshire
RG17 0YT

Telephone 01488 680 300
Fax 01488 681 594
A trading name of BDW TRADING LIMITED

Project

Land adjacent to Hilltop,
Oxford Road,
Donnington, Newbury

Drawing Title

Access & Movement Layout

Scale
1:500 @ A1

Date
17.08.18

Drawn By: LV
Checked By:

Drawing Number: H7931/AML/03
Revision: A

APPENDIX 4

PLANNING AND HIGHWAYS COMMITTEE MEETING

3 JUNE 2019

SCHEDULE OF PLANNING DECISIONS & RECOMMENDATIONS MADE BY WEST BERKSHIRE COUNCIL (WBC)

APPLICATION NO.	LOCATION AND APPLICATION	PROPOSAL	NTC OBSERVATIONS
19/00711/FUL	12 Northbrook Street, Newbury for Loungers UK Ltd	Change of use existing pavement to allow external seating.	Objection / comment: 1) This application should not be considered unless or until principle application 19/00087 to convert a café/restaurant has been approved. 2) Detailed site plan is required showing how pedestrian movement will not be obstructed, including the relationship with the adjoining cycle rack. 3) The seating area should be surrounded by barriers on three sides.
WBC final decision – Approved			

From: Jake Brown
To: Hugh Peacocke
Cc: Jenny Graham; "clerk@greenham.gov.uk"
Subject: RE: Sandleford.
Date: 28 May 2019 14:28:33

This is an **EXTERNAL EMAIL. STOP. THINK** before you **CLICK** links or **OPEN** attachments.

Dear Hugh,

I can confirm there has been no change to the Sandleford Park SPD since March 2015 when it was amended to include development principle S1 which states:

'The Council requires proposals for the site to be brought forward by means of a single planning application for the site in order to achieve a comprehensive development and to ensure the timely provision of infrastructure, services, open space and other facilities in a properly coordinated fashion.'

Yours sincerely,

Jake Brown
Principal Planning Officer
Development & Planning Service, West Berkshire Council, Market Street, Newbury, RG14 5LD
(01635) 519111 | Jake.Brown@westberks.gov.uk
www.westberks.gov.uk

From: Hugh Peacocke
Sent: 20 May 2019 14:49
To: 'Jake Brown' <Jake.Brown@westberks.gov.uk>
Cc: 'Jenny Graham' <Jenny.Graham@westberks.gov.uk>; 'clerk@greenham.gov.uk' <clerk@greenham.gov.uk>
Subject: Sandleford.

Dear Jake,

Please see attached report given by Councillor Tony Vickers, Chairman, to the Planning and Highways Committee meeting on 15 May.

As recommended in the report, I was directed to ask the Planning Authority to clarify its position regarding the 2 applications and in particular, if there has been any change to the SPD requirement for a single application for the site. If so, the Planning Authority is requested to detail when and how this policy change arose and if there was any consultation in this matter. This information is required in time for publication for the next Committee meeting, i.e. by 28 May 2019.

I would be grateful for your response in this matter,

Kind regards

Hugh Peacocke
Chief Executive Officer Newbury Town Council

DDI: 01635 780202
Email: hugh.peacocke@newbury.gov.uk Newbury Town Council, Market Place, Newbury Berkshire RG145AA

www.newbury.gov.uk

Supporting Time to Talk, Mayor's Charity 2019-20

Newbury Town Council is committed to continuing to make Newbury a better place to live, work and visit.

Newbury Town Council

Public Report

Report to Planning and highways committee, 3rd June 2019

Agenda Item No 13: The West Berkshire Council Speed Intervention Programme

Background

In October 2016 this Committee resolved:
That the Council support local residents' complaints for speeding and West Berkshire's Road Safety Programmes by allowing Councillors to train to operate SID's and to operate them within the Town Council's boundaries.

The data collected using the Speed Indicator Device (SID) helps West Berkshire Council direct their staffing resources appropriately. Without the local Parish and Town Council support any complaints are added to a list of 'work to be done'.

Ben Andrews and Richard Baker are already SID trained operators and have been actively participating in the SIP programme within the boundaries of Newbury Town Council.

Training will be provided by West Berkshire District Council on 7 August for any Councillors wishing to be involved in this programme.

The invitation to training states as follows:
Parish or Town Councils are under no obligation to participate but in order to support local resident complaints for speeding and our Road Safety Programmes it would be beneficial for all Parish / Town councils to consider having councillors or volunteers to be trained to operate SID within the boundaries of their area.

If the Parish/Town Council chose to support this programme they should have trained Councillors operating the equipment at approved sites, the operators need to be covered under the Parish/Town Councils public liability insurance to the min value of £5 million. Please ensure that the insurance provider is aware of the SID activities that the Parish/Town Council will undertake; a copy of the Public Liability Insurance will need to be sent to trafficandroadsafety@westberks.gov.uk before any equipment will be loaned.

The District Council is unable to make an officer available to explain to the Committee how the programme works or the benefits that might flow from any such training.

Financial and Legal implications

The Town Council has the General Power of Competence and we are therefore empowered to participate in the Programme.

Our insurers have confirmed that Councillors who undergo the training and participate in the programme are covered by our Public Liability insurance.

Recommendation(s)

That members consider if they wish to be involved in this Programme and avail of the necessary training for same.

Signed: Hugh Peacocke, Chief Executive Officer 28 May 2019

From:	Cheryl Evans
To:	All Parish Councils
Cc:	Graham Markham; Glyn Davis; Jon Winstanley
Subject:	SID Training - Aug 7th 2019
Date:	14 May 2019 12:25:34
Attachments:	image001.png

This is an **EXTERNAL EMAIL. STOP. THINK** before you **CLICK** links or **OPEN** attachments.

Dear All

Speed Indicator Device (SID) Training

Parish or Town Councils are under no obligation to participate but in order to support local resident complaints for speeding and our Road Safety Programmes it would be beneficial for all Parish / Town councils to consider having councillors or volunteers to be trained to operate SID within the boundaries of their area.

If the Parish/Town Council chose to support this programme they should have trained Councillors operating the equipment at approved sites, the operators need to be covered under the Parish/Town Councils public liability insurance to the min value of £5 million. Please ensure that the insurance provider is aware of the SID activities that the Parish/Town Council will undertake; a copy of the Public Liability Insurance will need to be sent to trafficandroadsafety@westberks.gov.uk before any equipment will be loaned.

The actual SID training is very simple but the training session also includes an insight into our speed intervention programme and how the SID data is linked, it starts at 18:30 lasting for approximately two hours and will be held at:

* **West Berkshire Council Offices, Market Street, Newbury – Wednesday 7th August, 18:30 to 20:30 approx**

During the training each Parish / Town council member or volunteer will need to be photographed so that an authorisation card to use the SID machines can be issued to them. There is no limit to the number of representatives that can be put forward for training.

If your Parish or Town Council is interested in the SID training please contact Alan Dunkerton, the Speed Management Co-ordinator at West Berkshire Council, by e-mail on graham.markham1@westberks.gov.uk or Cheryl Evans, Senior Road Safety Officer cheryl.evans@westberks.gov.uk before Friday 10th August with details of who you would like trained.

Yours sincerely
Cheryl

Cheryl Evans
Senior Road Safety Officer AMRSGB
Traffic & Road Safety Team, Transport & Countryside, West Berkshire Council,
Market Street, Newbury, RG14 5LD
(01635) 519984 | Ext 2984 | cheryl.evans@westberks.gov.uk
www.westberks.gov.uk

Award Winning Road Safety Management
Safer Roads Berkshire, Winner of Prince Michael International Road Safety Award 2014

Responding to Complaints about Speeding – Speed Intervention Programme

Concern regarding speeding reported via West Berkshire Online Form.

Nature of speeding is road with a speed limit up to 40mph, during the day and suitable to deploy data collecting equipment

The Local Authority (LA) signposts complainants to their Parish Council to undertake work using the Speed Indication Device (SID).

Captured data will be downloaded by the Traffic and Road Safety Team and analysed. This data is shared with the Parish Council.

Nature of speeding is road with a speed limit up to / over 40mph, during hours of darkness or if the SID is not suitable to be deployed.

The Traffic and Road Safety Team will deploy the Speed Data Recorder (SDR).

If the data indicates an issue, the Speed Data Recorder (SDR) may be deployed to gather data 24/7 over a period of time.

If the SDR data indicates a problem with inappropriate speed, the following may be installed:

Temporary Vehicle Activated Signs (VAS)

Used as warning signs to reduce the risk of an incident occurring.

Temporary Posters

Used as an educational tool to effect change in driver behaviour.

Wheelie Bin Stickers

Used as an educational tool to effect change in driver behaviour.

CSW

A CCTV camera takes video clips of vehicles exceeding the speed limit threshold. Vehicle indexes are identified and the information passed to the Police. A letter is sent to the registered keeper of the vehicle.
Persistent offenders will receive up to two warning letters, and on a third occasion, offenders can expect further action by the Police.

A further deployment of a SDR can then be used to measure a change in driver behaviour.

Where these measures have failed to achieve a change, the next option is:

- Enforcement / speed cameras – responsibility of the police
- Engineering / Traffic calming - will only be considered as a last option and only where there is a history of injury accidents which are attributed to speed'

APPENDIX 7

Newbury Town Council

Future Work Programme for Planning and Highways Committee Meetings: 3 June 2019

Standing Items on each (ordinary meeting) agenda:

1. Apologies
2. Declarations and Dispensation
3. Approval of Minutes of previous meeting
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

24 June 2019	To review the Terms of Reference, the role and the membership of the Committee's Working Groups: a) Heritage and b) The Pedestrian Experience
	Presentation by Engie Ltd. Re Market Street development
	Section 215 update (properties which are injurious to the amenities of the area)
	To approve the draft of the additional chapter to the Town Design Statement: "The Canal Corridor" for public consultation
Each November	Review of KPI's for Planning and Highways Committee
Each December	Send Budget proposals to RFO
June/ Sept/ December/ April (Quarterly)	Updates on Section 215 of the Town and Country Planning Acts
Each April/ October	*To review progress on the implementation of the Town Plan*