

18 June 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 24 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 Monday 3<sup>rd</sup> June 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

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

- 6. The Market Street Development, Newbury**  
*Chairperson*  
**To receive** a presentation from Engie (Contractors) on the current status of the Market Street development.
- 7. Schedule of Planning Applications (Appendix 2)**  
*Chairperson*  
**To comment** on the planning applications listed at the attached schedule for which there are members of the public present.
- 8. Schedule of Prior Approval Applications (Appendix 3)**  
*Chairperson*  
**To comment** if relevant, on prior approval applications listed at the attached schedule.
- 9. 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.
- 10. Schedule of Licensing Applications (Appendix 5)**  
*Chairperson*  
**To comment** on the licensing applications listed at the attached schedule.
- 11. Appeal Decisions (Appendix 6)**  
*Chairperson*  
**To receive** and comment as necessary on the appeal decisions listed at the attached schedule
- 12. Update from The Western Area Planning Committee**  
*Chairperson*  
**To receive** an update on any relevant business from the Western Area Planning Committee.
- 13. Sandeiford Park Joint Working Group – Update**  
*Chairperson*  
**To receive** an update on any relevant information.
- 14. The draft chapter on the Canal Corridor for the Town Design Statement (Appendix 7)**  
*Councillor Gary Norman, Chairman of the Canal Corridor Working Group*  
**To approve** for public consultation the draft chapter as recommended by the Working Group.
- 15. Berkshire Local Industry Strategy (Appendix 8)**  
*Chairperson*  
**To approve** the Council's response to the consultation on the Thames Valley Berkshire Local Enterprise Partnership's (TVBLEP) Local Industrial Strategy (BLIS) Framework Document.

**16. Unloading of commercial vehicles at approaches to Northbrook & Bartholomew Streets**

*Chairperson*

**To resolve** to ask WBC Highways to manage these situations more effectively and in particular to enforce any existing restrictions or to strengthen them.

**17. Update on Section 215 of the Planning Acts (Appendix 9)**

*Chairperson*

**14.1 To receive** an update on actions taken in relation to lands/ buildings which detract from the surrounding area and

**14.2 To invite** Members to identify any other lands or buildings which are “injurious to the amenities of the area” and where the Council might approach the owners requesting action to be taken.

**18. To review the Terms of Reference, the role and the membership of the Committee’s Working Groups (Appendix 10)**

*Chairperson*

a) The Heritage Working Group and b) The Pedestrian Experience Working Group

**19. Forward Work Programme for Planning and Highways Committee meetings 2018/19 (Appendix 11)**

*Chairperson*

**To note** the forward work programme and agree any other items that Members resolve to add to it.

**If you would like a paper copy or large print copy of this agenda please request this from the Reception Desk at the Town Hall.**

**MINUTES OF A MEETING OF THE PLANNING AND HIGHWAYS COMMITTEE HELD IN THE  
COUNCIL CHAMBER, NEWBURY TOWN COUNCIL, MARKET PLACE, NEWBURY ON  
MONDAY 3 JUNE 2019 AT 7.30PM.**

**PRESENT**

Councillors Phil Barnett; Jeff Beck; Billy Drummond; Nigel Foot; Jon Gage; Roger Hunneman; Pam Lusby Taylor; Stephen Masters; Vaughan Miller; Andy Moore; Gary Norman (Vice Chairperson).

**In Attendance**

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

**13. APOLOGIES**

Councillors: Tony Vickers, Chris Foster (Councillor Billy Drummond substituting).

**14. DECLARATIONS OF INTEREST**

Councillors Phil Barnett; Jeff Beck; Billy Drummond; Stephen Masters and Andy Moore 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.

**15. MINUTES**

The Vice-Chairperson made the following comments regarding actions from the previous meeting:

- **Minute No. 4:** Foundation stone at the old Library: response from conservation officer at WBC "As the building is not on the national list the council does not have any stator means to or requiring the owner to restore the foundation stone, unfortunately local listing provides no additional planning control but it does mean is that it's conservation as heritage asset is an objective of the national planning policy framework and the material consideration when determining the outcome of a planning application."
- **Minute No. 7:** ENGIE have been invite to present to the committee, and will be attending the next scheduled Planning and Highways meeting Monday 24<sup>th</sup> June 2019.

**PROPOSED:** Councillor Roger Hunneman

**SECONDED:** Councillor Jeff Beck

**RESOLVED:** That the minutes of the meeting of the Planning & Highways Committee held on Wednesday 15 May 2019, be approved and signed by the Chairperson.

**16. QUESTIONS AND PETITIONS FROM MEMBERS OF THE PUBLIC**

There were none.

**Minute No. 24. & 18. were discussed at this stage in the meeting.**

**17. MEMBERS' QUESTIONS AND PETITIONS**

**Councillor Phil Barnett asked the following question:**

*"Can this Planning and Highways Committee meeting of Newbury Town Council write into West Berks Council requesting evidence of any air Quality tests carried out in areas of Queens and Boundary roads where stationary traffic was at a standstill for long periods over the last month or so due to the closure of Mill Lane?"*

**Vice-Chairperson answered:**

*"Yes, we will do that and we will circulate any response to the members of this Committee."*

**Councillor Phil Barnett asked the following question:**

*"By all accounts reading from various papers recently the shopping centres in Newbury are up for sale. That being the case can this Planning and Highways committee request Newbury Bid to ensure future owners of these centres are totally committed to the vitality of Newbury Town?"*

**Vice-Chairperson answered:**

*"Yes, we will write to the BID asking them to encourage future owners of these centres to support the vitality of the Town."*

**Councillor Phil Barnett asked a supplement question:**

*"With the number of changes seen on the high street with increasing number of shoppers traveling out of town shops centres can we as Newbury town council help encourage these shoppers to support our shops, when closure of shops is becoming more and more common."*

**Vice-Chairperson Responded:**

*"I don't think that this is the right committee for the question and it would probably be better put to one of the working groups, maybe the market working party."*

**18. BERKSHIRE LOCAL INDUSTRY STRATEGY**

Mr Tim Smith MBE, Chief Executive, from Thames Valley Berkshire Local Enterprise, gave a presentation to the committee. The vice-chairperson thanked Tim Smith and Gabrielle Mancini for their attendance. Members are requested to forward their comments to the CEO to collate, the council's response to be formalised at the next scheduled Planning and Highways committee meeting Monday 24<sup>th</sup> June 2019 (Mr Tim Smith agreed the proposed would be accepted by TVLEP on 25<sup>th</sup> June 2019)

**19. SCHEDULE OF PLANNING APPLICATIONS**

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

**20. SCHEDULE OF PLANNING DECISIONS**

Information was received and noted by the Committee.

**21. UPDATE FROM THE WESTERN AREA PLANNING COMMITTEE**

**PROPOSED:** Councillor Phil Barnett

**SECONDED:** Councillor Jon Gage

**RESOLVED:** That Members agreed the Vice-Chairperson Councillor Gary Norman will attend any relevant WAP Meetings, as a representative of Newbury Town Council, to put forward the comments made by this committee.

**22. SANDLEFORD PARK WORKING GROUP – UPDATE**

In response to the request received from this council following the last meeting of the committee, West Berkshire Council has confirmed that there have been no changes to the SPD since March 2015, amended to include development principle S1: WBC still requires the proposals for Sandleford Park to be brought forward by means of a single application, in order to achieve a comprehensive development and ensure a timely provision of infrastructure, services, open spaces and other facilities in a properly coordinated fashion.

**23. RECOMMENDATION FROM THE CANAL CORRIDOR WORKING GROUP**

**PROPOSED:** Councillor Roger Hunneman

**SECONDED:** Councillor Billy Drummond

**RESOLVED:** 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.

**24. THE WEST BERKSHIRE COUNCIL SPEED INTERVENTION PROGRAMME**

Members received a presentation from Mr Ben Andrews, on how the SID equipment works. If any members wish to go on the training course, they should contact Cheryl Evans at West Berkshire Council.

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

Information was received and noted by the committee.

**PROPOSED:** Councillor Gary Norman

**SECONDED:** Councillor Billy Drummond

**RESOLVED:** That an additional standing item be added to the future working programme.

- Review of actions from previous minutes.

**THERE BEING NO OTHER BUSINESS THE CHAIRPERSON DECLARED THE MEETING  
CLOSED AT 22.00 HRS**

**CHAIRPERSON**

**PLANNING AND HIGHWAYS COMMITTEE MEETING  
SCHEDULE OF PLANNING APPLICATIONS – RESOLUTIONS**

RUNNING ORDER	RESOLUTION	APPLICATION NUMBER	LOCATION AND APPLICANT	PROPOSAL
1	No objection	<a href="#">19/01122/HOUSE</a>	36 Cromwell Road, Newbury for Darren Walters	First floor extension to side and rear to form additional living space
2	No objection	<a href="#">19/01137/FULD</a>	The Bungalow, Greenham Island, Mill Lane, Newbury for Mark Wiltshire	Replace existing dwelling with smaller dwelling
3	No objection	<a href="#">19/000923/HOUSE</a>	26 Howard Road, Newbury for James & Charlotte McCunn	Change of roof tile and removal of chimney
4	No objection	<a href="#">19/0827/HOUSE</a>	56 Digby Road, Newbury for Mrs Caulfield	Two storey rear extension
5	No objection provided the Tree Officer has no objections	<a href="#">19/01263/HOUSE</a>	Blue Cedars, Andover Road, Newbury for Mr & Mrs Dunbar	First floor side extension
6	Support the principle of the application	<a href="#">19/00978/FUL</a>	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	No objection	<a href="#">19/01111/HOUSE</a>	190 Andover Road, Newbury for Mr & Mrs Stowe	Replacement of conservatory with rear single storey extension
8	No objection	<a href="#">19/01179/HOUSE</a>	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	No objection	<a href="#">19/01196/HOUSE</a>	11 Willowmead Close, Newbury for Mr & Mrs Taylor	Conservatory
10	No objection	<a href="#">19/01215/HOUSE</a>	33 Montgomery Road, Newbury for Mr & Mrs C Phillips	Addition to larger rear dormer replacing existing rear dormers
11	Objection / comment: Members feel that this is an ambiguous use of the property and has potential to become residential	<a href="#">19/01087/HOUSE</a>	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	No objection	<a href="#">19/01277/HOUSE</a>	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	No objection	<a href="#">19/00930/ADV</a>	148 Bartholomew Street, Newbury for Star Pubs	Installation of two awnings, replacement illuminated and non-illuminated signs to the exterior of the building
14	No objection	<a href="#">19/01010/REM</a>	31-34 Bartholomew Street, Newbury for Rissance 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



15	No objection	<a href="#">19/01158/ADV</a>	35 Bartholomew Street, Newbury for Paul Green	Main fascia sign and hanging sign to advertise services of the business occupying the premises
16	No objection	<a href="#">19/01224/ADV</a>	12 Northbrook Street, Newbury for Loungers UK Ltd	Installation of new fascia sign and new hanging sign
17	No objection	<a href="#">19/01223/LBC2</a>	12 Northbrook Street, Newbury for Loungers UK Ltd	Installation of new sign
18	No objection	<a href="#">19/01271/HOUSE</a>	45 Berkeley Road, Newbury for Mr & Mrs Jones	Two storey rear extension with internal modifications
19	No objection	<a href="#">19/01157/HOUSE</a>	81 Dene Way, Donnington, Newbury for Mr D Reed	Erection of conservatory following removal of existing
20	Objections / comments: 1) There is a lack of amenity space and trees. 2) no cycling access/routes in the development. 3) Members support the comments and observations made by Shaw Cum Donnington Parish Council. 4) Members supported the concerns made by the CCG	<a href="#">19/00442/OUTMAJ</a>	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
21	Objection / comments: 1) There is a lack of amenity space and trees. 2) No cycling access/routes in the development. 3) Members support the comments and observations made by Shaw Cum Donnington Parish Council. 4) Members supported the concerns made by the CCG	<a href="#">18/03061/RESMAJ</a>	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

## PLANNING AND HIGHWAYS COMMITTEE MEETING

**SCHEDULE OF PLANNING APPLICATIONS**  
**24 JUNE 2019**

Members are requested to consider the following Planning Applications, details of which will be tabled at the meeting and which are available for reference At the Town Hall prior to the meeting.

<b>RUNNING ORDER</b>	<b>WARD</b>	<b>APPLICATION NUMBER</b>	<b>LOCATION AND APPLICANT</b>	<b>PROPOSAL</b>
1	CLAY HILL	<a href="#">19/00715/LBC2</a>	31 Shaw Road, Newbury for Thomas Malton	Install downstairs cloakroom in cupboard behind stairs. Replace small rotted and damaged side window with new wooden window. This window will provide ventilation to new cloakroom
2	CLAY HILL	<a href="#">19/01156/HOUSE</a>	61 Gaywood Drive, Newbury for Mr Ramalingham	Vehicle access with hardstanding and pedestrian step access to front of property
3	CLAY HILL	<a href="#">19/01281/OUTMAJ</a>	Newspaper House & Units Q1-6, Plot & Land Adjoining Faraday Road, Newbury for Newspaper House Holdings Ltd	Outline application of demolition of existing Newspaper House and commercial building and redevelopment of the site for 71 flats and office accommodation together with parking an associated works. Matters to be considered: Access, Appearance, layout and Scale
4	CLAY HILL	<a href="#">19/01230/HOUSE</a>	10-11 Edgecombe Lane, Newbury for Brunsdon Associates	Provide off road parking to the rear gardens of Nos. 10 & 11 Edgecombe Lane
5	EAST FIELDS	<a href="#">19/01153/FUL</a>	31 Bone Lane, Newbury for Mr J Kane	Erection of 3 Detached B1 (c) /B8 Commercial units with ancillary B1 (A) accommodation
6	EAST FIELDS	<a href="#">19/01501/FUL</a>	Former Vets for Pets, 3 Adlam Villas, Greenham Road, Newbury for Stuart Metcalf	Section 73: Variation of Condition 3 – Use residential, of planning permission reference <a href="#">03/00679/FUL</a> . Temporary D1 Nursery Use
7	EAST FIELDS	<a href="#">19/01503/DEMO</a>	Unit 1, Newbury Retail Park, Pinchington Lane, Newbury for F and C Commercial Property Holdings Ltd	The existing unit has a signage tower at the rear which need to be demolished at high level. NOTE: This is only the tower NOT the unit itself
8	SPEENHAMLAND	<a href="#">19/01270/FULD</a>	Redbrick House, 5 Oxford Road, Newbury for Nicholas Wallwork	Extension of existing second floor and construction of a new third floor on existing building to provide five extended and two new residential units, construction of refuse storage, provision of car and cycle parking and associated landscaping
9	SPEENHAMLAND	<a href="#">19/01037/FUL</a>	Lynton Court, Pelican Lane, Newbury for Amber Construction Services Ltd	The renewal of all windows to Block 5-13 and Block 14-22 with new white, PVCu double glazed units. The renewal of fascia's and soffits to Block 5-13 and Block 14-22, to be white, PVCu
10	SPEENHAMLAND	<a href="#">19/01302/LBC2</a>	The Storage Unit, The Chequers Hotel, 6-8 Oxford Street, Newbury for Mr J Hughes	Installation of damp proofing system to internal floor and walls, lined with internal support structure and associated details
11	WASH COMMON	<a href="#">19/00982/HOUSE</a> <b>Amended Plans</b>	Cherrymead, Enborne Grove, Newbury for Mr & Mrs Fletcher	Rear extension and alterations

12	WASH COMMON	<a href="#">19/01325/HOUSE</a>	14 Cheviot Close, Newbury for S Lindsey & G Ward	Removal of existing flat roof car port and rear conservatory. Alteration and extension to front of property, replacement garage and dormer roof and single storey rear extension
13	WASH COMMON	<a href="#">19/01226/HOUSE</a>	17 Braun Road, Newbury for Chris & Kate Hardy	Removal of existing garage and conservatory, formation of new side and rear extension, new velux to rear landing
14	WASH COMMON	<a href="#">19/01379/HOUSE</a>	108 Essex Street, Newbury for Mr & Mrs Harvey	Demolition of existing garage and utility room. Two storey rear extension and replacement garage with loft space
15	WASH COMMON	<a href="#">19/01385/HOUSE</a>	11 Montgomery Road, Newbury for Mr Mercer	Single storey side/rear extension incorporating new roof over existing garage
16	WASH COMMON	<a href="#">19/01370/FULD</a>	2 Valley Road Newbury for Palady Developments (ventures) Ltd	Erection of detached three-bedroom dwelling with car parking and associated works
17	WASH COMMON	<a href="#">19/01412/HOUSE</a>	15 Battery End, Newbury for Mr & Mrs Lee Warn	Demolition of single attached garage. Erection of two-storey side extension. Erections of single-storey rear extension with internal alterations
18	WASH COMMON	<a href="#">19/00669/OUTMAJ</a> <b>Amended Plans</b>	Land North of Children's Nursery, Monks Lane, Newbury for Feltham Properties	Outline application for up to 16 dwellings, including affordable housing, with access from Monks Lane, Landscaping and associated infrastructure. Matters to be considered: Access
19	WASH COMMON	<a href="#">19/01447/HOUSE</a>	10 Kingsbridge Road, Newbury for Mr & Mrs S Drinkwater	Single storey rear extension and loft conversion with rear parking
20	WASH COMMON	<a href="#">19/01457/HOUSE</a>	28 Conifer Crest, Newbury for Mr & Mrs Harris	Single Storey front/rear extension and partial garage conversion
21	WASH COMMON	<a href="#">19/01518/HOUSE</a>	40 Valley Road, Newbury for Ian Rozier	Single storey dining room extension to rear of existing private dwelling
22	WEST FIELDS	<a href="#">19/01301/LBC2</a>	26 Market Place, Newbury for Ei Group PLC	Internal alterations including opening up works
23	WEST FIELDS	<a href="#">19/01262/FUL</a>	1 West Street, Newbury for Ressance Land No 56 Limited	Retrospective Change of use from D2 leisure to B8 storage
24	<b>Adjacent Parish</b> (WASH COMMON)	<a href="#">19/01269/FUL</a>	Newbury College, Monks Lane, Newbury for Newbury College	Proposed University Centre at Newbury College

## APPLICATION FOR PRIOR APPROVAL

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

RUNNING ORDER	WARD	APPLICATION NUMBER	LOCATION AND APPLICANT	PROPOSAL
1	SPEENHAMLAND	<a href="#">19/01515/PACOU</a>	Mercantile House, 18 London Road, Newbury for Surveyed Properties Ltd	Prior approval for change of use from office building to six no. two bedroom apartments and two one bedroom apartments
2	WEST FIELDS	<a href="#">19/01364/PACOU</a>	39-41 Northbrook Street, Newbury for Wigmore South East Ltd	Notification for prior approval for a change of use from offices (Class B1a) to residential (Class C3) first and second floors
3	WEST FIELDS	<a href="#">19/01177/PACOU</a>	1 The Pentangle, Park Street, Newbury for Bucklebury Development Td	Prior approval for the change of use of an office building (B1(a)) to 8 Flats (C3)7 x 1 bed and 1x2 bed units with associated parking, cycle and bin storage

**PLANNING AND HIGHWAYS COMMITTEE MEETING  
24 JUNE 2019**

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

<b>APPLICATION NO.</b>	<b>LOCATION AND APPLICATION</b>	<b>PROPOSAL</b>	<b>NTC OBSERVATIONS</b>
<a href="#">19/00995/FULD</a>	Battery End Hall, Battery End, Newbury for Scout Association	One 4 bed two storey dwelling with parking, cycle and refuse storage.	Objection / comment: Members felt that it is an overdevelopment of the area, and that the original hedge should be retained to protect the wildlife
<b>WBC final decision – Approved</b>			

## PLANNING AND HIGHWAYS COMMITTEE MEETING

24 JUNE 2019

## SCHEDULE OF LICENSING APPLICATIONS

LICENCE	APPLICANT(S)	PREMISES														
Licensing Act 2003 (Premises Licences & Club Premises Certificates) Regulations 2005 Premises Licence – New  Ref: <b>19/00711/LQN</b>	Applicant: Arena Sports Live Ltd  Location: Northcroft & Goldwell Park, Northcroft Lane, Newbury RG14 1RS.	<b>Proposal:</b>  For an annual event of maximum 5 consecutive days' duration between May and September  <table border="0" data-bbox="987 571 2192 978"> <thead> <tr> <th data-bbox="987 571 1473 603">List of licensable activities</th> <th data-bbox="1473 571 1653 603">Days</th> <th data-bbox="1653 571 2192 603">Hours</th> </tr> </thead> <tbody> <tr> <td data-bbox="987 635 1473 730">           1. Sale/supply of Alcohol            Sat: 10: 00 - 22.40            Sun: 10:00 – 18:00         </td> <td data-bbox="1473 635 1653 667">           Fri, Sat, Sun         </td> <td data-bbox="1653 635 2192 667">           Fri: 17:00 – 22:40         </td> </tr> <tr> <td data-bbox="987 762 1473 858">           2. Showing of Films            Sat: 10:30 –22:00            Sun: 10:30 – 18:00         </td> <td data-bbox="1473 762 1653 794">           Fri, Sat, Sun         </td> <td data-bbox="1653 762 2192 794">           Fri: 19:00 – 10:00         </td> </tr> <tr> <td data-bbox="987 890 1473 986">           3. Playing of recorded music            Sat: 10.00 – 23:00            Sun: 10:00 - 18:30         </td> <td data-bbox="1473 890 1653 922">           Fri, Sat, Sun         </td> <td data-bbox="1653 890 2192 922">           Fri: 17:00 – 23:00         </td> </tr> </tbody> </table>			List of licensable activities	Days	Hours	1. Sale/supply of Alcohol Sat: 10: 00 - 22.40 Sun: 10:00 – 18:00	Fri, Sat, Sun	Fri: 17:00 – 22:40	2. Showing of Films Sat: 10:30 –22:00 Sun: 10:30 – 18:00	Fri, Sat, Sun	Fri: 19:00 – 10:00	3. Playing of recorded music Sat: 10.00 – 23:00 Sun: 10:00 - 18:30	Fri, Sat, Sun	Fri: 17:00 – 23:00
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## PLANNING AND HIGHWAYS COMMITTEE MEETING

24 JUNE 2019

## SCHEDULE OF APPEAL DECISIONS MADE BY THE PLANNING INSPECTORATE

APPLICATION NO.	LOCATION AND APPLICATION	PROPOSAL
<a href="#">18/02578/HOUSE</a>	4 The Court, Enborne Place, Newbury for Mr & Mrs Burns	Second floor conversion.
<b>NTC OBSERVATIONS:</b> No objection		
<b>Planning Inspectorate's decision – The appeal is Dismissed (A copy of the notice will be available at the meeting)</b>		

APPLICATION NO.	LOCATION AND APPLICATION	PROPOSAL
<a href="#">18/03059/HOUSE</a>	10 Kingsbridge Road, Newbury for Mr & Mrs Drinkwater	Single storey rear extension and loft conversion.
<b>NTC OBSERVATIONS:</b> No objection		
<b>Planning Inspectorate's decision – The appeal is Dismissed (A copy of the notice will be available at the meeting)</b>		

APPLICATION NO.	LOCATION AND APPLICATION	PROPOSAL
<a href="#">18/02200/FUL</a>	39 Cresswell Road, Newbury for Mr Bronislaw Czajkowski	Conversion of TV room in to bedroom with shower.
<b>NTC OBSERVATIONS:</b> No objection		
<b>Planning Inspectorate's decision – The appeal is Allowed and planning permission Granted (A copy of the notice will be available at the meeting)</b>		

APPLICATION NO.	LOCATION AND APPLICATION	PROPOSAL
<a href="#">17/03526/FULD</a>	Land to the rear of 39 Oxford Street, Newbury for Trustees of Festival House Business Centre Pension Fund	Erection of 1no. 1 bedroom and 1no. 2 bedroom flats with associated parking and private amenity space.
<b>NTC OBSERVATIONS:</b> Objection / comment: 1) The proposed building would not respect the curtilage of the Grade II listed 39 Oxford Street, part of the historic Georgian entrance point to Newbury. 2) The building design will be out of keeping with the neighbouring building. 3) Traffic from the site will conflict with the neighbouring surgery, users of the adjoining car park, and users of the public car park sharing access read from Strawberry Hill. This Conflict will in our view occur especially at the exit to Strawberry Hill. 4) We believe that certain residents in Oxford Road have right of use of the present car park. 5) The site is unsuitable for access by recycling vehicles. No reference to this appears in the application documents. 6) The application would set a bad precedent for further development on the site.		
<b>Planning Inspectorate's decision – The appeal is Dismissed (A copy of the notice will be available at the meeting)</b>		

## Newbury Town Council

### Public Report

#### Report to the Planning and Highways Committee, 24 June 2019

#### **Agenda Item No 14: The draft chapter on the Canal Corridor for the Town Design Statement**

- A) To approve for public consultation the draft chapter as recommended by the Working Group.
- B) To authorise the Working Group to draft an Action Plan/ Development Plan Support to develop the Canal as a principal leisure asset for Newbury.

#### **Background**

The Newbury Town Design Statement (TDS) was first adopted in 2005 and reviewed in 2017. The draft TDS was approved by the Town Council on 19 April 2017 and the final document was adopted by West Berkshire Council on 16th July 2018.

This Town Design Statement (TDS) informs and provides the detailed context for existing West Berkshire District Council policies and guidance as they relate to the town of Newbury. It provides the context for new development, based on local character and sense of place. It includes guidelines to ensure that planned developments are in harmony with their settings and make a positive contribution to the local environment. The

During the course of the review it became apparent that the potential of the canal corridor in the Town should be maximized as an attractive environment for future residential and recreational development. This is referred to in various sections of the TDS and Design Principle No. 11 requires that:

*The canal side appearance of new development should be particularly carefully considered. The successful design of Greenham Mill is considered a good start to this process of regeneration.*

The need for special measures to protect and promote this valuable asset was further emphasised in the subsequent work on The Newbury Town Plan. The Plan identified that *Certain areas have retained an identifiable special character, in particular Northbrook Street and the Broadway, Newbury Bridge, the Market Place, the Wharf, West Mills, the Canal, and the City (Argyle Road area) More broadly, eight Conservation Areas have been designated: the Town Centre, Shaw Road and Crescent, Shaw House and Church, Donnington Square, Speen, Stroud Green, Kennet & Avon Canal East, and Kennet & Avon Canal West. (The Character of Newbury, page 22)*

The Town Plan includes the following objective:

*Canal side developments should preserve or improve on their special amenity as an attractive environment. The present general objectives for the Wharf are supported. (proposal 5.9, page 25)*

#### **Objectives**

- A) The Council resolved that the best way to promote these aims and policies would be to include an additional chapter in the TDS dealing specifically with The Canal Corridor.



In order to achieve this a Working Group was set up to take the project forward. The Working group has been very well supported with partners and stakeholders from a wide range of interests getting actively involved and sharing their ideas and knowledge on the project. The Working group met twice, once on 27 March 2019 and again on 25 May 2019.

- B) Objective 7.14 in the Town Development Plan states that the Council will support the Kennet & Avon Canal Trust in its work to develop the Canal as a principal leisure asset for Newbury. At the Working group meeting on 27 March all attending felt that the meeting was worthwhile and that useful contacts/ partnerships were established. It was also agreed that this exercise should lead to greater co-operation and a forum for the longer term development of the canal and its facilities. It was agreed that the Working group should first complete the draft TDS chapter and then these further matters could be explored.

The Committee is now requested to authorise the Working Group to draft an Action Plan/ Development Plan Support to develop the Canal as a principal leisure asset for Newbury.

### **Financial and Legal implications**

- A) The Council has the General Power of Competence and the authority to undertake this work. The Council will work with the Planning Authority and follow any processes or procedures, including public consultation, which will be required so that the Canal Corridor Design Statement is approved as a material consideration by them.

Finance is available to complete this - The Council has earmarked reserves of £2,150 for TDS work. The work will incur staff costs (The CEO is the lead officer on this project) and some costs for publicity and printing.

- B) The Council has the General Power of Competence and the authority to undertake this work. The preparation of the Plan will incur staff costs (The CEO is the lead officer on this project). The Council may consider to fund any projects or ideas arising from the Plan, whether on its own or working with partners.

### **Reference to Council Strategy, where relevant**

- A) The Council's intention to carry out this work was recognised in the last review of the Town Council Strategy (October 2018), which includes the following aim:

*O2. STP3: Add a chapter to the Town Design Statement addressing The Canal Corridor*

- B) Objective 7.14 in the Town Development Plan states that the Council will support the Kennet & Avon Canal Trust in its work to develop the Canal as a principal leisure asset for Newbury.

### **Equality and Diversity impacts**

- A) None arise to date. The public consultation exercise may identify access and other issues which would be addressed by the Working Group after the consultation.

- B) Any Plan will address these issues as they arise.

### Consultation:

- A) The Planning Authority has been consulted. They have advised that several sections in the TDS contain provisions relating to canal-side design and development and care should be taken to avoid any conflict. The Canal and Rivers Trust have published guidelines: *What your local waterway can do for your community- Planning for waterways in Neighbourhood Plans*. The Working Group has considered this advice when drafting the attached.

The Working Group membership included a wide range of stakeholders and partners (see final page of the attached draft). Newbury Canoe Club has requested to join the Working Group and will be invited to respond to the draft Chapter.

It is proposed to advertise in the Newbury Weekly News and on the Council's website, social Media and notice boards. It is also proposed to hold a Canal Corridor consultation coffee morning in the Town Hall (this proved very effective in previous consultations)

- B) The Working Group membership includes a wide range of stakeholders and partners and Newbury Canoe Club has also joined the Working Group. It is proposed that the Working Group will follow a similar consultation process to A) above when drafting any Action/ Development plan for the future of the Canal in Newbury.

### Recommendation(s)

- A) **To approve** the draft chapter on the Canal Corridor for public consultation and
- B) **To authorise** the Canal Corridor Working Group to draft an Action Plan/ Development Plan Support to develop the Canal as a principal leisure asset for Newbury.

**Signed:** Hugh Peacocke, Chief Executive Officer

18 June 2019

## The Canal Corridor Newbury Town Design Statement

### Contents

1. Introduction
2. History
3. The Character of the Canal Corridor
4. Related Buildings
5. Special Canal Significance
6. Recommended Design Guidelines
7. Design Principles



### 1. Introduction

The Kennet & Avon Canal is an important leisure, tourist and recreation asset for the Town of Newbury. It flows from west to east through Newbury and the area around Newbury Bridge and Newbury Lock in the town centre is probably Newbury's best known landmark.

The Canal plays a large role in defining the character of the town. The towpath provides a route through town that can be accessed easily from anywhere in Newbury. Visitors and residents alike are drawn naturally to the Canal. Parts of the towpath are very busy such as from Victoria Park up through West Mills. Stretches on either side are quieter.

But everywhere on the Canal is an escape from busy roads and it offers various places of peace and the opportunity to slow down.

The scenery is varied along the route with plenty of moored boats to admire on the eastern side towards Greenham, an attractive park vista at Newbury Wharf alongside Victoria Park, a narrow stretch with some attractive buildings up to Newbury Bridge, the industrial heritage fascination of Newbury Lock, and the peaceful vista of West Mills, a quite remarkable haven given its proximity to the town centre.

Despite being peaceful, the Canal Corridor is a vibrant place. Throughout the year Canal boats come into town whether they be hire boats bringing holiday makers, enthusiasts for whom the Kennet & Avon is a special place or the growing number of people that make the Canal their home and travel along it. Watching boats is always a popular activity for visitors especially at Newbury Lock where they can see 18<sup>th</sup> century technology still in use to lift or drop boats around 1.5 metres.

The Canal is multi-functional and has a variety of users. It is especially popular with canoeists who train for a series of important races leading up to the world class Devizes to Westminster race every Easter. With their smart new centre, Newbury Canoe Club does a great job of getting people old and young afloat on the Canal. And the Kennet & Avon Canal Trust provides public boat trips to nearly 5,000 people each year on Newbury's own passenger boat, Jubilee.

The Canal also attracts anglers to fish its clean and well stocked waters. On the towpath, cycling is very popular both for leisure and as a safe and relaxing way to travel for work, school and shopping. Many people include the Canal in their daily itinerary to walk alongside or just sit, slow down and relax. The Canal, like all waterways, is a great aid to wellbeing and a means of encouraging people to enjoy the environment of Newbury

The Canal has been a great asset to the community since the River Kennet Navigation opened in 1723 It is a fascinating mix of industrial heritage, natural environment, leisure opportunity and part of the town's infrastructure. A journey over the 2-mile stretch from the town's eastern boundary at Ham Bridge to the western boundary above Northcroft reveals a fascinating mixture of all these aspects. It is beautiful in its diversity and balance. But it needs to be carefully protected in order to maintain that balance of beauty, nature and leisure.

Balance is key. Boaters, canoeists, cyclists, anglers, walkers, residents, birds, fish and plants all exist and enjoy the Canal in harmony for most of the time. But that depends on goodwill, sensible planning approaches and light regulation. (Users should be aware of the "Share the Space" and "Drop the Pace" guidance.)



Caring for the waterway itself and the structures such as Locks and weirs is the responsibility of the Canal & River Trust which owns the Canal. The Trust needs support and encouragement in its work and funding along with the help of a growing number of volunteers. The Canal also needs to be protected from inappropriate development alongside it. This might be industrial but more commonly it can be residential proposals that fail to make the best of the Canal-side setting or seek to restrict use of the environment by others. The beautiful housing either side of the West Mills swing Bridge is an example of how it can be done well. Developments below Victoria Park and below Greenham Lock will need to be carefully examined to ensure they enhance and not damage the Canal-scape.

There is also a challenge to home and other property owners along the Canal Corridor to recognise their good fortune as custodians of this special place. Improvements from planting to painting need to be sympathetic with the setting.

The Canal brings economic growth and supports jobs mostly for the leisure industry. Research in 2010 showed that along its 87 miles, the Canal supported 1300 jobs and brought £55m of economic benefit each year.

The history and use of the river and Canal by individuals and many different groups makes it of vital importance to the character of Newbury.





## 2. History

The River Kennet has been important to the West Berkshire area since prehistoric times, with nationally-significant finds from the Mesolithic period along the valley from Hungerford to Woolhampton. Two mills were sited on the Kennet in Newbury by the time of the Domesday survey in 1086 (Town Mills and West Mills). Newbury was an important inland port from the opening of the Kennet Navigation to Reading in 1723; with the Kennet & Avon Canal extending further west from the 1790s, opening throughout in 1810.

Newbury grew up at an obvious bridging point of the River Kennet which meandered and spread through the shallow valley on its way to join the Thames at Reading. In the early 18<sup>th</sup> century, industrialisation and economic growth created a demand to move goods more efficiently by water, rather than the poor roads of the time. This trend started by making rivers navigable. Locks and weirs were built to create a consistent depth of water and channels were dug to shorten the natural meanders of rivers. In 1715, an Act of Parliament was passed to make navigable the 18½ mile stretch of the River Kennet from Newbury to Reading. Work began despite considerable opposition from the mill owners, shopkeepers and trader of Reading who saw their status as the inland port for the area being undermined. By 1723, the navigation was complete with 21 turf side Locks to carry boats down the 42 metre drop to Reading, and 11½ miles of new cuts to shorten the river.

Trade consisted mostly of meal, flour and cheese from Newbury towards London with return cargoes of groceries, coal, timber and heavy goods such as iron. By 1760 the improvements that had been made to the navigation allowed the development of the 'Newbury Barge' which was 33 metres long and carried 128 tons. A large basin was dug at Newbury Wharf to allow the loading and unloading of boats.

By 1788, Canals were being built all around the country. A group formed under the chairmanship of Berkshire MP Charles Dundas promoted a Canal from Newbury to meet the River Avon Navigation at Bath. After an Act of Parliament in 1794, work began from the Newbury end. There were challenges over the route, the water supply and engineering but the Canal finally opened in 1810, thus connecting London with Bristol.

By this connection, and by opening up Berkshire, Wiltshire and Somerset to trade, the Canal was successful for around 40 years. At its height, around 342,000 tons of cargo were carried each year. Newbury became a busy inland port.

In 1841, the Great Western Railway opened between London and Bristol. This immediately created competition for the Canal. In 1851, the railway company bought the Canal and a long slow decline started. The Canal made its last profit in 1878. Trade continued, often over shorter journeys well into the 20<sup>th</sup> century and the Canal played an important role as a defensive "Stop Line" when Britain was under threat of invasion, during the Second World War.



The last through journey by a narrowboat was in 1951 and the Canal quickly fell into disrepair. A group of traders and enthusiasts including Newbury businessman, John Gould, MBE, campaigned to prevent formal closure and a petition to the Queen in 1955 attracted publicity to the cause. But a 1958 Parliamentary Committee of Inquiry concluded that there was 'no justification' for restoring the Kennet & Avon. The founders of the Kennet & Avon Canal Trust disagreed and on the charity's formation in 1962 started campaigning and

working practically to restore the Canal. This continued over 3 decades until the Canal re-opened in 1990. Without the herculean efforts of John Gould MBE and other Kennet & Avon Canal Trust volunteers the town would probably not have the asset of which it is so justly proud. Since then the Kennet & Avon has enjoyed a second life as one of southern England's most important leisure facilities. In 2018, the waterway is becoming part of 'The Great West Way' a new tourism initiative promoting visits along the Corridor between London and Bristol.

### **3. The Character of the Canal Corridor**

The Canal dances with the River Kennet as it travels from west to east through Newbury. From Northcroft down to Newbury Lock, the Canal carries around half of the river's flow. They then join back together to race under the narrow Newbury Bridge down to Newbury Wharf and Victoria Park. They then split for the journey to Greenham into a river channel, a Canal and a Mill stream. Once again, they join forces to carry on down to Ham Mill before, finally splitting into a peaceful (and fish filled) river and a straight Canal cut.

This diversity of water is reflected in the habitats seen along the Canal which in some places has the effect of occupying a very wide strip of land. The land above Northcroft opposite the towpath is difficult to access and an important strip of rural habitat. From Northcroft down to Newbury Lock, an area of lush water meadow attracts an incredible range of wildlife. Through town, the hard banks and buildings are less friendly to wildlife but there's plenty of fish and water fowl for visitors to feed including Newbury's well know Mute Swans usually to be found at the Wharf.

Below Greenham Lock and on down to Ham Bridge the wide verges of the Canal provide a great wetland habitat for wildlife. These wetlands encourage a diverse range of plants and insects which in turn lead to birds and mammals. Careful visitors walking the Canal have a good chance of spotting a Kingfisher, Britain's most colourful bird which nests all along the Canal and has even been seen fishing by Victoria Park. Herons fishing in the shallows are increasingly common as are Red Kites wheeling overhead with their distinctive cry. At dusk the bats emerge from their roost in an old pill box by the Monkey Bridge and fly along the Canal enjoying the insects. With care, the endangered water vole can be seen at the eastern and western end of town. And above Northcroft, there are otters, rarely seen but enjoying the feast of fish.



### **From the Town Centre to the western town boundary**

The landmark Bridge in the Town centre was built between 1769 and 1772. It is a Grade II\* listed building and joins the north and south aspects of the town. It overlooks where the Canal and river converge and flows eastwards towards Thatcham and Reading.



Several yards going north on the west side is a path leading to the Lock, Stock and Barrel public house and on each side of the path are historic buildings, such as Cote Brasserie (originally a building of the 1490s, with later alterations), and Newbury Building Society which was built by 1791. Access to the Canal is under a concrete Bridge and across a wooden foot bridge skirting the Lock, Stock and Barrel on the right. The newly improved path slopes up to the first Lock while on the right hand side is the River Kennet flowing east. Volunteers from the community are working on the Secret Garden project taking place on Newbury Lock Island, where John Gould and his wife are interred.

Past the Lock on the right side is a stand-alone feature entitled Ebb and Flow, part of Newbury Town Council's Town Trail an ambitious, long term project to create a trail of public art with the theme of 'Flow', reflecting the town's pride in its heritage and ambitions for the future. Ebb and Flow is a sculpture by Peter Randall-Page, which fills and empties with the movement of water through the Lock. It comprises an attractive, large granite bowl, 2.4 metres in diameter and weighing 7 tonnes, set at the centre of a spiral granite path leading down from the Lock. The bowl is connected to the Lock by underground piping which activates the sculpture by natural water pressure. When the Lock fills, water flows into the bowl and then empties away as the level of the Lock water goes down.



The towpath continues westwards with the Canal on the south side and moorings for many narrow boats. Across the Canal are the historic buildings in West Mills, some of which are over 400 years old and the most prominent feature is the 16th century Grade I Listed building, St. Nicolas Church. The towpath terminates at a wooden swing Bridge with a road turning north around buildings associated with the former mill, which ends at a residential property with no access to the northern aspect of the Canal and river.





Over the swing Bridge the towpath then heads west, passing the historic Weavers Cottages and a number of modern 20<sup>th</sup> century houses. There are many mooring points, some occupied by narrow boats. The towpath surface deteriorates and is in need of improvement to encourage greater use by people of all mobility levels. Following the Canal westwards, the vista changes. On the south side are the allotment gardens and then the lengthy gardens of Russell Road, which are below the level of the Canal bank. These gardens have in the past flooded from Canal water but subsequently the banks have been strengthened so that flooding risk has diminished. On the northern side the housing gives way to green recreational area where the Northcroft Cricket ground is located.

A relatively new pedestrian and cycle Bridge, the Monkey Bridge, straddles the Canal and links the Northcroft Recreation Centre with Russell Road by a pathway going north and south. At this point there is a Community Notice Board. There are also signs indicating the towpath is used by both cyclists and pedestrians. Further west is a late 20<sup>th</sup> century elderly persons' development with amenity areas adjacent to the Canal. Past this residential building are more 19<sup>th</sup> century residential properties with long gardens extending down to the towpath, followed at the end of Russell Road by 1980s-built properties, some of which were constructed on the alignment of the Lambourn Valley Railway, opened in 1898 and dismantled in the late 1970s. Immediately to the west of the residential area are open fields, used for sheep pasture, which extend into the Enborne Parish Council area. On the northern side of the Canal to the west of the Monkey Bridge, there is a small area of land used by houseboat residents, with a wartime pillbox being a prominent feature visible adjacent to the Bridge and bordered by a fenced area used for animal grazing. The River Kennet spurs off to the north, with the marshy land between the river and the Canal to the west being important for retaining water in the event of flood conditions. A short distance on the northern side is the remains of the Bridge and embankment which carried the Newbury to Lambourn railway across the Canal. The Town Council's boundary is roughly at this point.



## From the Town Centre to the eastern town boundary

The only access to the Canal Towpath just north of the town centre Bridge is a sloping path between the former Ginsters pasty shop and the Costa coffee house in Northbrook Street. At this point there is no towpath on the southern side until the Wharf area. The Canal itself runs through a single arch of the Bridge but it widens subsequently. With the exception of the 18th-century Old Rectory, the buildings on the north side are modern and bounded by railings while on the southern side of the Canal can be seen the backs of shops and restaurants. There is a need to protect these aspects to ensure that they are in keeping with a Conservation Area. Further along the southern side are restaurants and pubs with open areas for customers to sit out and admire the Canal and the narrow boats are they pass up and down the Canal.



Continuing along the northern side of the towpath is the Waterside Centre owned by West Berkshire Council. The modern architecture of the Camp Hopson furniture department blends in well. The towpath then narrows and pedestrians and cyclists have to negotiate the narrow path under the single carriageway Bridge linking Park Way with the Wharf. A signboard stating cyclists should dismount is usually ignored. On each side of the middle column of the Bridge are sited the plaques of Newbury Borough Council (abolished 1974) and Newbury District Council (abolished 1998) which gives it an identity. The vista opens up to the attractive and well-kept Victoria Park on the left and the open area of the Wharf on the southern side with the Library and Stone building highlighted.



At the convergence of paths leading into Victoria Park is a notice board produced by the Canal & River Trust which gives information about the Canal. Passing Victoria Park, the towpath veers right and passes under the A339 Bridge and the path becomes a rough earth and stone pathway. There is a weir on the left of the Canal which is where the river separates from the Canal. On the southern bank is the Police Station and now defunct Magistrates Court building and the new Canoe Club building and canoe store.

On the northern side of the Canal the towpath continues past the now low-lying river bounded by trees, including a magnificent tall Weeping Willow. On the northern bank of the river can be seen the Parsons allotments and the southern end of the London Road Industrial Area. The southern bank widens and this is where the narrow boats are laid up at the jetty and maintenance area.

Further on a large wooden Bridge straddles the Canal suitable for pedestrians and cyclists. This gives access to the area of Greenham Mill which has been extensively developed with modern blocks of flats. The towpath on the southern side of the Canal is not accessible as the boatyard is now protected by fencing and access control measures. As there is no towpath on the southern side, it is only possible to access this by a flight of steps several yards along the eastern side of the A339.





The towpath begins under the road Bridge and leads to the Wharf. Despite there being a car park in the background, this an attractive area. The Stone Building is a 19<sup>th</sup> century Grade II listed Building, formerly a granary and is now used as a café and information office. Tables and chairs are deployed outside along the towpath and with flower boxes and hanging baskets, this makes an attractive scene. On the towpath is sited a wooden crane for use by Canal boats. It was rebuilt by the late Charles Hoile from beams left lying by the Stone Building and handed over to West Berkshire Council in June 2006. The towpath terminates at this area and a path curves around the attractive Remembrance/Peace Gardens to end at the Wharf toilets.

(The eastern section between the Football Club and Ham Bridge is due to benefit from investment by the Canal & River Trust, using allocated Section 106 money, in an improved surface which will make it easier to access for all manner of Canal visitors)

The Didcot, Newbury & Southampton Railway (1882-1964) used to Bridge the Canal at a point just west of where Dunelm Mill store is now located. The angled metal supports on the north side of the towpath indicate the former boundary fences. The embankment which ran between the Canal and the London Road near to Skyllings was removed in the 1990s.

## 4. Related Buildings

### a) Listed buildings

- Newbury Bridge, 1769. Architect Fuller White; built by James Clarke of Newbury. This has been frequently used as a symbol of Newbury, and views of the Bridge should be protected.
- Newbury Lock, 1796.
- West Mills: Nos. 3 (St. Nicolas House), 4, 9, 10, 11, 14, 15-16 (former Coxedd's Almshouses),
- 17-18 (former Pearce's Almshouses),
- 19, 20, 21, 22 (former "Club House"), former 23-29 (Weavers' Cottages), and
- 32 West Mills.
- St. Nicolas Church (Tudor: 1520-c.1534).
- Bridge Street: No. 1 (Arigato), no. 2 (Griffins).
- Northbrook St: No. 1 (pasty shop), Old Rectory (behind Costa, behind 2-3 Northbrook Street)
- Mansion House Street: rear of buildings on North side, Nos. 4 & 5.
- Market Place: rear of buildings on North side, Nos. 26 (Old Waggon and Horses), 28-30 (NatWest Bank), 32, 34.
- Rear of Buildings on North side of Wharf Street, Nos. 1 & 3 (Slug & Lettuce), No. 5.
- Wharf House (former Kendrick House).
- The Granary (West Berkshire Museum).



- The Stone Building, Newbury Wharf.



- Stowers, London Road
- Newbury Manor Hotel (former Millwaters)

**b) Non-listed buildings** (a selection only)

- Narrow Boat (former White House) pub
- Former Magistrates Court
- Police Station
- Canoe Club
- Newbury Library
- Waterside Centre
- 1-3 Mansion House Street
- Costa (rear part, behind 2-3 Northbrook Street but overlooking the Canal).
- Newbury Building Society, Northbrook Street (locally listed).
- Town Mills flats.
- Housing at site of former West Mills mill (including former Granary).
- Bridges: A339 (Howard Humphreys & Sons, for Berkshire County Council, completed 1965); Park Way Bridge; the West Mills swing Bridge and foot bridges at Greenham Mills and Monkey Bridge (Northcroft).



**c) Demolished buildings**

- Lock Cottage
- Bankside House (W. H. Smith etc. printing works, replaced by Nicholas [sic] Wharf)
- Town Mills
- West Mills



## 5. Special Canal Significance

- The Canal Corridor overlaps with three conservation areas: Newbury Town Centre (March 1971); Kennet & Avon Canal East (March 1983) and Kennet & Avon Canal West (March 1983).
- Newbury Lock. First Lock on the Kennet & Avon Canal proper, opened 1796.
- Lock Island (and the surrounding walls).
- Newbury Bridge
- Crane on Newbury Wharf. From the Goods' Yard of Newbury Railway Station, installed as a symbol of the former importance of Newbury as an inland port. Erected 1983, re-erected after restoration 1996. Handed over by the Newbury Society to West Berkshire Council in 2006.
- Marina, Greenham Mills.
- Moorings.

## 6. Recommended Design Guidelines

The Town Design Statement strives to make sure any new waterside development seeks to enhance the wider waterway Corridor and protects the intrinsic qualities that the can Corridor offers. (Many of the design guidelines listed below are from guidance issued by the Canal & River Trust whose valuable input is very welcome.)

Measures and designs that enhance the Canal Corridor can help to promote the utilisation of the waterways by new and existing communities. This has the potential to enhance the wellbeing of people who live and work in Newbury.

Each waterside location needs to be considered individually, with no single design approach being appropriate in all locations. The following guiding principles should be taken into account so that, where appropriate, new waterside development should:

- positively address the water
- integrate the towing path and open up access to the water
- link waterside space and the water space
- use the water space itself
- incorporate access and other improvements
- engage with and tease out the qualities and benefits of being by water
- reflect the scale of the local waterway Corridor to the wider neighbourhood

### Housing in and adjacent to the Canal Corridor

There is scope for building development especially on the eastern side of the Canal below Victoria Park as the light industrial areas of Newbury give way to housing. Done well, this will enhance the Canal, but it is vital to preserve the green character of the Canal Corridor by not building too close to the water.

- A. All new developments on the Canal Corridor should respect the height, proximity to the Canal, and design of existing buildings, along with the effect on public access to the Canal. Every effort should be made to enable and encourage residents of new

residential developments to use sustainable modes of transport, including cycling and walking along the Canal towpath, for their local journeys wherever possible

- B. The rising height of recent developments mean that even buildings outside the Canal Corridor may have an impact.

### **Newbury Wharf**

- C. Any new basin on the Wharf should be a working basin, designed to respond to the needs of Canal users, especially those with narrow-boats (and preferably designed by them) as well as the Canal & River Trust. It should not be simply an ornamental feature designed to enhance the setting of commercial development.
- D. A Conservation Area Appraisal should be in place before the development of Newbury Wharf is considered. The Appraisals need to attach special importance to buildings and structures which have a historic relationship to the river and Canal, such as the Granary, and the Stone Building.

As the Kennet & Avon Canal Trust wrote in response to the Arundell House proposals in 1989, "*There can be no doubt that a basin should be provided but it should be one of sufficient size to give off-river short-term moorings not only to visiting boaters but also to owners of local craft...*"

- E. In addition, the Trust made clear that the entrance/exit to such a basin should not be at right angles to the river.
- F. Any development on the Wharf needs to respond sensitively to the Granary/ Corn Stores (West Berkshire Museum), and the east-facing Wharf House (former Kendrick House); and respecting views of the distinctive Granary.

### **West Mills**

The West Mills area, with a large proportion of listed buildings, is one of the jewels of Newbury in terms of history, architecture and atmosphere. This history is closely interwoven with that of the river, and predates the creation of the Canal.

It forms part of the Town Centre Conservation Area (created 1971), and the Kennet & Avon Canal (West) conservation area (created 1983), neither of which has ever had a Conservation Area Appraisal.

### **General Character**

- G. The Canal still represents a sliver of countryside which reaches right into the town centre, and this ambience should be respected.
- H. Surfacing the towpath should be carried out in a way and with materials which are sympathetic to the countryside ambience which generally prevails alongside the Canal, and (in most locations), park-like development with tarmacked paths and kerbs should be avoided.

- I. At times the countryside atmosphere is achieved by a very narrow band of plants alongside the towpath. This needs to be protected and where possible enhanced.
- J. Development should not detract from the character of the Canal and undermine its role in getting everyone to 'just slow down'. The towpath is a great and safe opportunity for cycling, however every effort must be made to encourage considerate cycling, at low speed, in the town area having regard to the safety and comfort of other Canal and towpath residents and users.
- K. Access to the towpath west of Newbury Bridge gives a "reveal," with a narrow tunnel opening out suddenly into an area with grass and trees. Although seen by some as inconvenient, this makes a dramatic entrance to the Canal and should be protected. Additional signage would enhance the use of this access
- L. Developments along the Canal Corridor should be designed so as to minimise the risk of anti-social behaviour and enhance public safety.



**Access**

- M. Current access points to the Canal should be protected. Additional access points should be considered on an individual basis.

- N. Consideration should be given to competing users such as cyclists, runners and walkers; as well as those who are physically disabled. These should be balanced against each other, and due consideration given to the effect of access arrangements on the character of the Canal Corridor.

### **Conservation Area Appraisals**

36 years after designation, neither of the conservation areas Kennet & Avon Canal East (March 1983) and Kennet & Avon Canal West (also March 1983) has ever received a formal Conservation Area Appraisal.

West Berkshire Council’s own website states (March 2019): “The council has a duty to clearly define why an area has been designated as a Conservation Area, to outline its special interest, and to publish proposals for its preservation and enhancement. We use a Conservation Area Appraisal (CAA) to achieve this. It helps everyone to understand the history of a particular area and why it is special. Once a CAA has been adopted by the council it then acts as a framework that guides future development in the Conservation Area.”

No written description of the Canal conservation areas of any form currently appears on the West Berkshire Council website, although there is a link to a district map showing the conservation areas (which does not show the boundary between E & W).

- O. A formal Conservation Area Appraisal should be produced for each of the Canal conservation areas in Newbury, highlighting non-listed as well as listed structures and raising their profiles in planning terms.



## **7. Design Principles**

### **A. Use of Planning Conditions**

Applicants for planning permission for development in the Canal Corridor should be encouraged to include any waterway, towing path and environs lying within the application site edged in red on the location plan in order to ensure that:

- the extra liabilities and burdens placed upon the infrastructure are properly addressed;
- the waterway is not just treated as a setting or backdrop for development, and that instead the land and water are integrated and the waterway is treated as a useable space;
- the waterway, towing path and environs form an integral part of the public realm in terms of both design and management; and
- access to, along and from the waterway is improved, along with the environmental quality of the waterway Corridor.

It is important to recognise that new waterside developments place extra liabilities and burdens upon the waterway infrastructure, in terms of ongoing management and maintenance, which cannot always be addressed by planning conditions. Engagement with the navigation authorities and Canal owners at the pre-application stage can therefore be crucial in order to identify the potential scale and form of these extra liabilities and burdens and to develop site-specific planning obligations requirements, where appropriate.

Local planning policies have a role to play in safeguarding waterways against being viewed solely as a setting or backdrop to new developments or an edge to policy designations.

### **B. Community Involvement**

Local authorities and navigation authorities should seek to engage local communities in the future planning of their local waterways, so as to secure community ownership and use. (The Secret Garden project, being led by Sukey Russell-Hayward and a team of local volunteers and the work of Grow Newbury Green, both on Lock Island is a good example of what can be achieved.)

### **C. Consultation by Planning Authority**

West Berkshire District Council should engage with any navigation authorities, Canal owners and others responsible for waterway infrastructure likely to be affected by development. They should be involved at an appropriate level and in a focused way in setting planning obligations policies and, where appropriate, in formulating site-specific planning obligations requirements

### **D. Consultation by applicants for planning permission for development in the Canal Corridor**

Applicants are encouraged to undertake pre-application discussions with navigation authorities and to include any waterway, towing path and environs lying within the application site edged in red on the location plan.



## E. Policy Formulation

The Environment Agency and the Canal & River Trust are the owners of the river and Canal respectively. Planning policies should take account of the following factors:

- There are different types of waterways, which have different characteristics and principal functions.
- Waterways are multi-functional by nature.
- Waterways are public assets accessible to local communities free of charge.
- Individual waterways, towing paths and water spaces are a part of a wider network that crosses administrative boundaries and cannot be viewed in isolation.
- There are particular land use implications and locational requirements arising from the inherent constraint of inland waterways being 'non-footloose' assets.
- Development and regeneration can impose burdens and liabilities upon the waterway infrastructure, facilities and environs.
- There is a need to provide essential boat services and facilities to support the use of waterways for navigational purposes.
- There is a need to address the characteristics of underperforming waterways.
- Waterways and towing paths are spaces in their own right, and not just settings or backdrops to development or edges to policy designations.
- (Reference: The Canal & River Trust)



## F. Well-designed places

The Canal Corridor is not simply an attractive backdrop for buildings, but an important space of public realm. Developments should engage with waterways and, where appropriate, open up access to, from and along them. Buildings that provide views over the waterway and include active uses (like shops or cafes) provide natural surveillance, helping people to feel safe when using the towpath or moorings.

## **G. Heritage**

It's vital that new development protects, respects and enhances the heritage assets in the Canal Corridor so that they can continue to be enjoyed now and in the future.

## **H. Sustainable Travel & Air Quality**

Towpaths make excellent places for people to walk and cycle considerably. Not only is this great for recreation, it can be an attractive way for people to commute, reducing congestion, carbon emissions and poor air quality in the wider area and supporting people to lead healthier lives. There are also opportunities to use some waterways to transport freight, with some of the same benefits.

## **I. Development on Canal & River Trust land**

There may be opportunities to develop land owned by the Trust to create better waterside places. Where a development is proposed by a 3rd party on the Trust's land, such as new Bridges crossing our waterways or providing new utilities connections under the towpath, a commercial agreement will be required. The Trust's Code of Practice should be followed for works affecting their property

## Membership of The Newbury Town Council Canal Corridor Working Group

### 1. Newbury Town Council:

Councillors Gary Norman (Chairman), Martha Vickers, Roger Hunneman, Steven Masters, Tony Vickers and Vaughan Miller.  
Hugh Peacocke, Chief Executive Officer.

### 2. Other interested Organisations:

- The Canal & River Trust: Jane Hennell, MRTPI, Area Planner and Simon Kirby, BSc, (Hons), Customer Operations Supervisor
- The Kennet & Avon Canal Trust (The Chairman)
- Inland Waterways UK (Verna Smith, S.E. Region Chairman and Ellen Hawes)
- West Berkshire Spokes: Clive Tombs and Josh Kerry
- West Berkshire Ramblers: Graham Smith
- The Newbury Society: Dr. David Peacock
- West Berkshire Heritage Forum: Mr. Adrian Edwards
- The Secret Garden Project: Sukie Hayward-Russell

### List of reference documents

- **The Canal & River Trust:** “Guidance for Towpath Design”, “Transforming Places”, “Planning for waterways in Neighbourhood Plans”
- **Inland Waterways UK:** “Policy Advice Note: Inland Waterways: Unlocking the Potential and Securing the Future of Inland Waterways through the Planning System”

(All photographs by Hugh Peacocke, Newbury town Council)



**Newbury Town Council**

**Public Report**

**Report to the Planning and Highways Committee, 24 June 2019**

**Agenda Item No 15. Berkshire Local Industry Strategy (Appendix 8)**

**To approve** the Council's response to the consultation on the Thames Valley Berkshire Local Enterprise Partnership's (TVBLEP) Local Industrial Strategy (BLIS) Framework Document.

**Background**

The Town Council has been invited to respond to the above consultation. At the previous meeting of this Committee members received a presentation from Mr. Tim Smith, MBE, Chief Executive of Thames Valley Berkshire Local Enterprise Partnership, which was followed by an extensive questions and answers session.

The Committee agreed that members should be invited to submit their comments to this meeting, which would help to formulate our response to the consultation.

**Responses received:**

1. That WBDC give serious consideration to the Redevelopment of the London Road Industrial Estate as a Research and Development Business Park for Hi Tech Industry, the "Metal Bashing and Suchlike Activities" to be re-located to the Greenham Business Park.

As owners of much of the Land and by co-ordinating this Development to within their Property Investment Portfolio, there could prove to be the possibility for building Commercial Properties with Linked Housing at prices more in keeping with the National Average, whilst currently, Housing and Commercial Properties are costing well above the National Average!

2.

(1) - TTWA - very expensive to use the rail links. Too many people drive to Reading and to London.

(2) - Non-vehicular access - train network, good rail links locally and nationally. Reading as a travel hub (links to Oxford (life sciences/IT), Newbury (IT Telecoms etc.)

(3) - Heathrow expansion - if it proceeds, must offset by having better "Green" transport links. Hybrid/ electric buses / taxis

(4) Employment land. Avoid developers moving into Business Parks and building dwellings. Must be space for start-ups and small businesses.

(5) High cost of rents for "non-high end" businesses.

(6) P21 "Learning today, leading tomorrow - Why mention Wellington College and St George's? (Ascot) first and then, "as well as top-rated state-funded schools". I find that insulting.

**(7)** Transport and Congestion - a priority needs to be “green” connectivity. Scrap HS2 and use that money to fund better rail transportation in our area reduce fares for the travelling public.

Use Southampton airport and Bristol to ease pressure on London airport for our region (i.e. - reduce the need for a third runway). Again, we need better rail links from those airports into Reading and then out to other sites in our region.

**(8)** Agreed the need for “intelligent mobility” - urgent need for really good IT interconnectivity to allow working from home, digital conferencing thus obviating the need for travel.

**(9)** Housing - agreed the need for more affordable housing in the area. Must hold developers to build enough affordable houses when giving planning permission.? Have a levy on second homes and buy to let property owners?

**(10)** “Assets, Challenges, Constraints and Opportunities” p24 -25 - I thought the points listed represented a good summary.

**(11)** Priority 2 in “Vision, Strategy and Priorities” p29, expansion of University Reading - Newbury College plans to develop University status. This would expand the innovation in our area and possibly slow down the movement of young people out of the area at the same time attracting new innovative businesses and hi-tech industry to Newbury.

Priority 4 - they are correct in stating this is an enormous task and that it extends beyond BLIS remit. Must involve a cohesive transportation policy that is Green and affordable for users (Central Government input) and top rate IT connectivity to allow flexible, non-office based working.

#### FINAL CONCLUSIONS -

**(1)** I believe the BLIS document hinges entirely on what happens with Brexit. If there is a “No deal” Brexit, I would imagine there will be a period of great economic upheaval and any plans developed from this Strategy document would be put on “hold” for a long period and possibly never be implemented.

If there is a Brexit that does involve a “deal”, then I think the economic downside would be mitigated to some degree. There would be an imperative to try to expand access to International companies coming into the area as soon as possible in order to maintain our local economy. I would be concerned that this imperative would risk cutting corners on our “Green” agenda to reduce costs.

If we end up remaining in the EU, this will greatly facilitate all aspects of investment into the area both from Government and internationally and we could get back to being able to plan for the long term and implement the BLIS initiatives.

In my view, any form of Brexit will entirely scupper BLIS. The present document will not be implemented until the Brexit conundrum is resolved, one way or the other, not least because Central Government is not addressing any issues other than Brexit at the moment.

**(2)** I feel it is essential to address two key areas - First, rail links; rail and bus links need to be frequent, electric and above all, cheap (certainly cheaper than they are present.) Public transport links from local airports (I would not favour Heathrow expansion on environmental grounds) need to be improved. This would require a big commitment from Central Government nationally, not just for Berkshire, by primary funding for transportation projects but also for subsidisation of passenger fares. Funding for this may be released by scrapping HS2.

Secondly, we need really excellent IT inter-connectivity to allow business to business communication, preventing the need for travel to meetings etc. and to

allow people to work from home. Perhaps small high-tech units in dedicated business parks, close to home, would avoid the need for travel (especially by car) and would benefit small towns and villages in the Berkshire area. Hopefully this would also be helpful for mothers who would wish to continue working while still being able to spend time with their children. There would be scope to retain people in villages and small town communities in Berkshire and avoid the need for them getting in cars to travel to a place of work or to a major station to commute.

Finally, a heartfelt request to write this document in plain English! It is so full of jargon terms and phrases that it is almost unintelligible to a normal person!

3. Not the easiest to read.

No mention of reducing the Carbon Footprint and much to enhance it.

Routes to progression: Provide ongoing education, life - long learning via local university and colleges and best practice organisations such as Vodafone, Syngenta and others.

Berkshire growth: Provision of more affordable homes, Expand London Weighting to include Berkshire for low and middle level occupations

Transport network congested: Increase use of rail network - more affordable.

Collating the above, the attached response is suggested.

**Signed:** Hugh Peacocke, Chief Executive Officer

18 June 2019

25 June 2019.

To: Tim Smith, Chief Executive, Thames Valley Berkshire Local Enterprise Partnership.  
CC: Mr. Nick Carter, Chief Executive, West Berkshire District Council  
Ms. Gabrielle Mancini, Economic Development Officer, West Berkshire District Council

Re: Newbury Town Council's response to the consultation on the Thames Valley Berkshire Local Enterprise Partnership's (TVBLEP) Local Industrial Strategy (BLIS) Framework Document.

Dear Tim,

Many thanks for taking the time to present the above to our planning and Highways Committee on 3 June 2019. Our response to the consultation is as follows:

1. West Berkshire District Council should give serious consideration to the Redevelopment of the London Road Industrial Estate as a Research and Development Business Park for Hi-Tech Industry; the "Metal Bashing and Suchlike Activities" to be re-located to the Greenham Business Park.

As owners of much of the Land and by co-ordinating this Development to within their Property Investment Portfolio, there could prove to be the possibility for building Commercial Properties with Linked Housing at prices more in keeping with the National Average, whilst currently, Housing and Commercial Properties are costing well above the National Average!

2. We believe the BLIS document hinges entirely on what happens with Brexit. If there is a "No deal" Brexit, we imagine there will be a period of great economic upheaval and any plans developed from this Strategy document would be put on "hold" for a long period and possibly never be implemented.
3. If there is a Brexit that does involve a "deal", then the economic downside could be mitigated to some degree. There would be an imperative to try to expand access to International companies coming into the area as soon as possible in order to maintain our local economy. We would be concerned that this imperative would risk cutting corners on our "Green" agenda, in order to reduce costs.
4. If we end up remaining in the EU, this will greatly facilitate all aspects of investment into the area both from Government and internationally and we could get back to being able to plan for the long term and implement the BLIS initiatives.

Town Hall, Market Place, Newbury, RG14 5AA

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# NEWBURY Town Council

5. In our view, any form of Brexit will impact badly on BLIS. The present document will not be implemented until the Brexit conundrum is resolved, one way or the other, not least because Central Government is not addressing any issues other than Brexit at the moment.
6. We feel it is essential to address two key areas - First, rail links; rail and bus links need to be frequent, electric and above all, cheap (certainly cheaper than they are present.) Public transport links from local airports (we would not favour Heathrow expansion on environmental grounds) need to be improved. This would require a big commitment from Central Government nationally, not just for Berkshire, by primary funding for transportation projects but also for subsidisation of passenger fares. Funding for this may be released by scrapping HS2.
7. Secondly, we need really excellent IT inter-connectivity to allow business to business communication, preventing the need for travel to meetings etc. and to allow people to work from home. Perhaps small high-tech units in dedicated business parks, close to home, would avoid the need for travel (especially by car) and would benefit small towns and villages in the Berkshire area. Hopefully this would also be helpful for mothers who would wish to continue working while still being able to spend time with their children. There would be scope to retain people in villages and small town communities in Berkshire and avoid the need for them getting in cars to travel to a place of work or to a major station to commute.
8. There is no mention of reducing our Carbon Footprint and much could be done to enhance it.
9. Routes to progression: Provide ongoing education, life - long learning via local university and colleges and best practice organisations such as Vodafone, Syngenta and others.
10. Berkshire growth: Provision of more affordable homes, expand London Weighting to include Berkshire for low and middle level occupations.
11. Transport network congested: Increase use of rail network - more affordable.
12. Finally, a heartfelt request to write this document in plain English. Please remove the jargon terms and phrases so that the document will be intelligible to a normal person.

Kind regards

Hugh Peacocke  
Chief Executive Officer

Town Hall, Market Place, Newbury, RG14 5AA

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## Newbury Town Council

### Public Report

#### Report to the Planning and Highways Committee, 24 June 2019

#### Agenda Item No 12: Update on Section 215 of the Town & Country Planning Act 1990

Measures to deal with properties which “Adversely affect the amenity of the area”

#### Background

It is an objective of the Council's Strategy that we *Encourage owners of obsolete and derelict sites to regenerate and renovate their properties*” (O.24). However, as a Town Council we are not a Planning Authority and we do not have statutory powers to deal with these issues.

“Section 215 of the Town & Country Planning Act 1990 provides a local planning authority (LPA) with the power, in certain circumstances, to take steps requiring land to be cleaned up when its condition adversely affects the amenity of the area.

If it appears that the amenity of part of their area is being adversely affected by the condition of neighbouring land and buildings, they may serve a notice on the owner requiring that the situation be remedied. These notices set out the steps that need to be taken, and the time within which they must be carried out.

LPAs also have powers under s219 to undertake the clean-up works themselves and to recover the costs from the landowner.

The use of s215 by LPAs is discretionary and it is therefore up to the LPA to decide whether a notice under these provisions would be appropriate in a particular case, taking into account all the local circumstances. LPAs will need to consider, for example, the condition of the site, the impact on the surrounding area and the scope of their powers.

In some circumstances s215 notices may be used in conjunction with other powers, for example, repair notices in respect of listed buildings or dangerous structure notices.”

( See ["Town and Country Planning Act 1990 -section -215 -best practice guidance \(Government Publications\)](#) )

#### The current position

On 11 February this Committee resolved:

- i That the Chief Executive Officer (CEO) will write a letter to the agents or owners of the properties, where there are concerns that the buildings or land are injurious to the amenities of the area. If no action is taken place, the property will be then referred to West Berkshire District Council for consideration under Section 215 of the Town and Country Planning Act 1990.
- ii That these matters be reviewed quarterly by this Committee.

The committee agreed that letters be written to the owners/ agents of those responsible for the following properties:

1. The Snooty Fox
2. The building south of the old post office
3. The back of the British Heart Foundation shop (on the canal)
4. The WBDC-owned Waterside Centre (on the canal)

(Because of the condition of 3 and 4 above, the Britain in Bloom route will come down along Northbrook Street to Victoria park, rather than take the judges along the canal, where they would have to pass these buildings)

5. The Council have been dealing (with no success) with GWR and Network Rail to tidy up and maintain the land from the ticket office to Cheap Street, where thousands of pedestrians walk every week, some “enjoying” their first impressions of Newbury
6. The BT Tower
7. Wharf Street, where businesses leave their rubbish bins, which is now a high-profile, strategic entrance to the town centre since the new bus terminal opened
8. The former cycle shop in Bartholomew Street on the corner of Craven Road

**The attached table details the current position on these lands/ buildings following contact by the Council regarding their condition.**

**It was also agreed that at the review members would be invited to propose any other lands or buildings where they thought action was required.**

### **Objective**

As stated in the Council’s Strategy we want to *Encourage owners of obsolete and derelict sites to regenerate and renovate their properties*”.

### **Options**

The Town Council agreed to consider such properties at meetings of this Committee and to receive quarterly reviews on any progress made. If no action is taken, the Committee could then refer the matter to the Planning Authority for consideration under Section 215. It is hoped that the threat of formal proceedings might “encourage” these owners to take action; formal enforcement action would be a last resort.

### **Financial and Legal implications**

No legal restrictions; staff time in identifying responsible parties, writing to them, any follow-up action required and reporting to the Committee.

### **Reference to Council Strategy, where relevant**

As above.

### **Equality and Diversity impacts**

None arise.

**Consultation:**

The Planning and Highways Committee and the Planning Authority. Members are also invited to propose any other lands or building which they feel are “injurious to the amenities of the area”

**Other information**

The Town Council is taking a lead in this matter in order to encourage action from the Planning Authority if there is no positive response from landowners. The Planning Authority appreciates that the Town Council have no statutory powers in this area however, given the very limited resources currently available to them to monitor and formally deal with clear breaches of planning controls throughout their area, they have stated that they would welcome any informal steps that this Council may take to encourage local environmental improvements to the amenity of Newbury Town via positive contacts with local property owners etc.

If it works, it will be further evidence of Newbury Town Council’s commitment to continuing to make Newbury a better place to live, work and visit.

**Recommendation(s)**

**To note** the current position regarding the buildings and lands as shown on the attached table.

**Signed:** Hugh Peacocke, Chief Executive Officer

17 June 2019



1. The Snooty Fox: Before



After:



**2. The building south of the old Post Office**



**3. The back of the British Heart Foundation shop (on the canal)**





4. The Waterside centre (on the canal)







(Because of the condition of 3 and 4 above, the Britain in Bloom route will come down along Northbrook Street to Victoria park, rather than take the judges along the canal, where they would have to pass these buildings)

5. The Council have been dealing (with some success) with Network Rail to tidy up and maintain the land from the ticket office to Cheap Street, where thousands of pedestrians walk every week, some “enjoying” their first impressions of Newbury



6. The BT Tower



7. Wharf Street, where businesses leave their rubbish bins, which is now a high-profile, strategic entrance to the town centre since the new bus terminal opened





8. The former cycle shop in Bartholomew Street on the corner of Craven Road



Newbury Town Council- list of S. 215 lands/ buildings  
Update at 18/6/2019

	Building	Owner/ responsible person	Position at 18/6/2019	Comments
1	The Snooty Fox		Now renovated as The Globe	Remove from list
2	The building south of the old post office	Mr. Bacha	No change	Owner says he is trying to sell the property
3	The back of the British Heart Foundation shop (on the canal)	BHF	Berkshire Council have approved the scaffold design a while ago, but they are still awaiting approval from The Canal and River Trust to erect the scaffold partially in the water behind the shop. The contractor has chased them, but they seem to be taking time in granting a license	Continue contact for a confirmed start date.
4	The Waterside Centre (on the canal)	West Berkshire Council?	(NWN: 1 March 2019: a conditional agreement has been reached with Bradfield College, the Bradfield Club and Berkshire Youth ... the Bradfield Club would purchase a 50 per cent share in the centre from the council. Berkshire Youth will then submit a planning application for a £750,000 refurbishment, paid in part by the Bradfield Club, but also by a number of other donors. Once complete, the centre will be operated by Berkshire Youth on a peppercorn rent from the council and the Bradfield Club.)	Monitor and await planning application.
(Because of the condition of 3 and 4 above, the Britain in Bloom route will come down along Northbrook Street to Victoria Park, rather than take the judges along the canal, where they would have to pass these buildings)				
5	Newbury Railway Station- the land from the ticket office to Cheap Street	Network Rail	The Council have been dealing (with some success) with GWR and Network Rail to tidy up and maintain their lands from the railway station to Cheap Street, where thousands of pedestrians walk every week, some "enjoying" their first impressions of Newbury.	Request evidence of ongoing maintenance arrangements. Check re derelict advertising hoarding after 30 June.
6	The BT Tower	Initial response from BT was that Tellereal Trillium are the owners, as the	BT's workplace infrastructure senior manager has confirmed that BT's 2019/20 infrastructure budget for repair and maintenance of telephone exchange	Continue to campaign for improvements.



		building was part of a sale and re-lease programme undertaken by BT in the early part of this century. The lease runs until 2030. However, TT pointed out that BT are responsible for the upkeep of the building.	is currently committed with a focus on wind & weather tightness and health & safety projects. BT understands the concerns of Newbury Town Council and local residents and so if there is a shortfall in projects will look to inject Newbury exchange in to the programme later in the year, similar to the recent repairs and redecorations undertaken to the railings. Otherwise the infrastructure team will look at firming up costings and proposed schemes this year which will allow it to be programmed over the coming years.	
7	Wharf Street	Public highway	where businesses leave their rubbish bins, which is now a high-profile, strategic entrance to the town centre since the new bus terminal opened	WBDC say this is a complex matter; they are exploring with businesses how to deal with this.
8	The former cycle shop in Bartholomew Street on the corner of Craven Road	Chancellors are the agents and put us in touch with the owner.	The owners of the building also concerned about its state, and are well aware of the deteriorating state of the shop front facing the Bartholomew street. They are trying to get a contractor to get the shop front restored to a reasonable state, but unable to find any skilled carpenter or wood worker who is willing to undertake the work. The company TECLAFORCE that owns this property does not have any source of income other than this property. The subject property has been vacant since acquired in 2017 and generated no income. The owner says he may find it difficult to fund repairs.	Monitor for opportunities to resolve.

## Heritage Working Group (HWG) Terms of Reference

**Name:** NEWBURY TOWN COUNCIL HERITAGE WORKING GROUP (HWG)

**Members:** 4 members to be appointed by NTC  
Others as agreed by HWG

Members can be added / removed as agreed at any meeting.

Secretarial support (agendas, meeting notes, circulation of information) is provided by  
**NTC**

**Quorum:** 4 of the official group membership including at least 2 Councillors.

### **Goals:**

To strengthen the protection of character buildings in Newbury Town Parish either by:

- Seeking to formally list them via English Heritage – i.e. putting them on the **national list**
- Getting them onto a '**local list**' – including identification and assessment within Newbury civic parish in line with process published by West Berkshire Council. This extends protection to buildings which do not meet all the criteria for the national list.
- Additionally, to strengthen and correct existing listings, where necessary.

To review and propose extensions to existing and new conservation areas in Newbury Town Parish, when consulted by WBDC

To provide input (and / or implementation plans) to proposed plaques / interpretation panels / information boards within Newbury ensuring accurate historic reflection of people, places and buildings.

To respond to relevant consultations as they arise.

To provide relevant links with other like minded groups and organisations.

### **Deliverables:**

Outputs as defined in goals.

### **Scope / Jurisdiction:**

As defined in goals.

### **Guidance from the Council:**

Input / recommendations may be provided through the Planning & Highways Committee.

There will be close liaison, as appropriate, with the WBC Conservation Officer.

### **Resources and Budget:**

Uses Town Council meeting rooms, administration resources and officer time as approved by P & H

The HWG has separate budget lines defined within the Annual Budget.

Grant funding from outside bodies may be sought for specific projects.

Any additional funding authorisation is sought from parent Committee

**Governance:**

The Working Group will discuss proposals proposed by members and decide through majority vote, with the chair's casting vote if necessary

**Additional Notes:**

- The Working Group will communicate through email, phone and meetings, both formally and informally.
- Relevant electronic documentation is stored on the Town Council IT data store
- The group will meet 3 times a year or as required

These Terms of Reference may be reviewed and changed as necessary by the parent committee

## Pedestrian Experience Working Group

### Terms of Reference

#### **Background**

At the Planning and Highways Committee Meeting of Newbury Town Council on 5 October 2015 it was resolved that a Working Group be formed to consider the Pedestrian Experience in our area and to report back on ways to make improvements where they are desirable.

These terms of reference were agreed by the Committee on 16.11.2015

#### **Members**

A Chairperson will be elected at the first meeting of the Working Group

4 Councillors

A representative nominated by West Berks Disability Alliance

A representative nominated by Age Concern

A representative nominated by Representative from a cycling group (SPOKES or SUSTRANS)

A representative nominated by Newbury Youth Council

A representative nominated by the BID

WBC input/ advice (invite to meetings)

Members of the public at the discretion of the Chairperson

NTC Officer support as required

**Quorum** 2 members of the Council and 2 others

#### **Goals**

To make recommendations about desirable improvements to the Pedestrian Experience in our area and report back to the Council's Planning & Highways Committee

To include proposals for harmonious and safe use of highways, paths and pedestrian areas.

#### **Deliverables**

The Working Group will receive and discuss perceived problems concerning Pedestrian Experiences and consider ways improvements might be made. This may well include requests for action from West Berks Council. All such requests would be referred to in the report to NTC Planning and Highways Committee.

This could include requirements to be incorporated in planning conditions or highways works and/or incorporated into the Newbury Design Statement

#### **Scope/Jurisdiction**

- Concerns about safe crossing places on roads and signs at these crossings
- Proliferation of street clutter
- Kerbs and pavements
- Obstruction of footpaths due to parking of vehicles
- Promoting positive behaviours of all road users in Newbury

(The Working Group will need to prioritise those issues which are likely to have most impact.)  
Other issues may be raised in the future.

### **Guidance from Council/Parent Committee**

Report back to Planning and Highways Committee with a set of recommendations to include proposals for harmonious and safe use of highways, paths and pedestrian areas.

### **Resources and Budget**

Use of Town Council meeting rooms, administration resources and officer time as required.

### **Governance**

Decisions agreed mainly by consensus but a vote may be taken if necessary. The Chairperson must be an elected Councillor and will have the casting vote in the event of an equality of votes.

### **Additional Notes**

Meetings will be quarterly or more frequent if required.

The Working Group will terminate once all perceived problems have been considered, reported on and resolved satisfactorily.

These Terms of Reference may be reviewed and changed as necessary by the Working Group in the light of additional information with any significant changes requiring authorisation by the parent Committee.

**Newbury Town Council**

Future Work Programme for Planning and Highways Committee Meetings: 24 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

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
<i>Each April/ October</i>	<i>To review progress on the implementation of the Town Plan</i>