

Newbury's Neighbourhood Development Plan (NDP) Steering

Group Meeting

A meeting of the **NDP Steering Group** is scheduled for **Wednesday 10th April 2024 at 6.30 pm** and will be held in The Council Chamber and Zoom:

<https://us02web.zoom.us/j/88509144343?pwd=MXB0dIkVU9DMHBhUEYwcGRJSnNVUT09>

Meeting ID: 885 0914 4343 Passcode: 970014

Newbury's NDP Steering Group:

Newbury Town Council (NTC): Councillors Nigel Foot, Vaughan Miller, Gary Norman, Martha Vickers, Andy Moore and David Harman.

Members of the public: Ian Blake, Paul Millard, Anthony Pick, Louise Sturgess, Kim Whysall-Hammond (Joint Project Manager), Burnie Owens

Other Attendees:

Kym Heasman, (NDP Secretary, Corporate Services Officer - NTC)
Jeremy Flawn, (Bluestone Planning Consultants).

Agenda

- 1. Apologies**
- 2. Minutes (Appendix 1)**
To approve the minutes of a meeting of the NDP SG held on 23th January 2023 (Attached)
- 3. Topic Subgroups (Appendix 2):**
To receive findings from Bluestone planning Consultants on work submitted on the following topics:
 - Heritage and Design
 - Sustainability and Climate Change
 - Biodiversity and Wildlife
 - Transport and Access
 - Community Facilities
 - Economy and Enterprise
- 4. Forward Work Programme**
To note and agree to any other items to add to the Forward Work Programme.
- 5. Next Meeting Date**
To be confirmed.

Minutes of Newbury's Neighbourhood Development Pla/n (NDP) Steering Group meeting, held on Zoom at 6.30 pm on 8/11/2023.

Present:

Newbury's NDP Steering Group:

- A) Newbury Town Council (NTC): Councillors Nigel Foot (Chairman), David Harman, Vaughan Miller, Andy Moore and Mather Vickers.
- B) Lay Members: Ian Blake, Paul Millard, Burnie Owens, Anthony Pick, and Kim Whysall-Hammond

Other Attendees:

Tracy Predeth, NDP Secretary, Newbury Town Council

Kym Heasman, Corporate Services officer

Jeremy Flawn, (Bluestone Planning Consultants).

Steering Group welcomed and introduced them selves to the new officers of Newbury Town Council.

149. Apologies

Councillor Gary Norman and Dr Paul Millard

Absent: Louise Sturgess

150. Minutes of meeting held on 19th September 2023.

Agreed by the meeting.

151. Updates from Topic Subgroups (TSG)

After receiving an update about the Local Plan and changes in the NPPF from Bluestone there was a general discussion about how to proceed.

The following was agreed:

- All documents that have been submitted and collated by Vaughan Miller
- These to be sent to Bluestone for testing against LPR, NPPF, etc.
- TSG to draft policies/ objectives, in line with brief, all to be reviewed at the next meeting and consider best direction going forward, with advice from Bluestone.

152. To review the Project Plan.

It was agreed to adjust time line at the next meeting where required after submission of documents.

153. To fix the date of the next meeting

The next meeting will be at 6.30 pm, 11 March 2024, in the Council Chamber, Town Hall.

- To receive feedback from Jeremy of submitted work carried out by TSG.

There being no other business, the Chairperson declared the meeting closed at 20.37 pm.

NDP OBJECTIVES

Consolidated report

January 2024

BIODIVERSITY AND WILDLIFE

Goal:

To enhance biodiversity and wildlife in Newbury.

Commented [JF1]: I recommend tying these over-arching statements to any relevant wording in the Vision, which reads:

"We will strengthen Newbury's economic and historical position as the Crossroads of Southern England by protecting the heritage, architecture, and culture of our market town, whilst continuing to develop a sustainable, innovative, vibrant, and friendly community, where people of all ages, backgrounds, and abilities are welcomed and included."

NDP Objective		What we need to do <i>Ideas / proposals</i>	Who we can talk to	Possible actions
BW1 – To preserve, enhance, and where possible, increase our green spaces	<p><u>Need to add in the full wording of the policies you would like to include in the NP</u></p>	<ul style="list-style-type: none"> Map and identify green spaces, consult on which are more important/ valuable Identify how to enhance green spaces Identify how to increase green spaces 	<ul style="list-style-type: none"> Can survey public on what green spaces they value most (other NDPs have done this) Meet with local interested parties (Green groups, local gardening and conservation groups.) 	<ul style="list-style-type: none"> Ask residents to rate the importance of selected green spaces Identify and contact Green groups, local gardening and conservation groups. Contact Thames Valley Environmental Records Centre Consider designating valued green spaces as Local Green Spaces (these areas need to be in in reasonably close proximity and demonstrably special to the local community and hold a particular local significance.) Look at www.magic.gov.uk and the emerging Local Plan / adopted Local Plan to see where the currently designated green spaces are. They can added to the map then.
BW2 - To preserve and enhance our blue spaces (canal and rivers).		<ul style="list-style-type: none"> Map and identify blue spaces, consult on which are more important/ valuable Identify actions to preserve/ conserve 	<ul style="list-style-type: none"> Can survey public on what blue spaces they value most, what they do with them Lambourn river has an action group, Canal and River Trust 	<ul style="list-style-type: none"> Further public consultation to understand local use of Blue spaces and what actions are needed to preserve and enhance Contact Thames Valley Environmental Records Centre Look at www.magic.gov.uk and the emerging Local Plan / adopted Local Plan to see where the currently designated blue spaces are. They can added to the map then.
BW3 - To facilitate and where possible, create wildlife corridors.		<ul style="list-style-type: none"> Identify where we can put wildlife corridors Hedges around school grounds can provide Wildlife Corridors. Possibility for school involvement, especially at Primary level? 	<ul style="list-style-type: none"> Meet with local interested parties (Green groups, local gardening and conservation groups.) Lambourn River Trust BBOWT WBC Ecologist Talk to Berkshire Local Nature Recovery Strategy team hosted by RBWM on their website. They are 	<ul style="list-style-type: none"> Identify and contact Green groups, local gardening and conservation groups Get advice on best practice Liaise with NE / BBOWT / WBC biodiversity officer etc

Commented [JF2]: Add in new column where the draft policies can be set out

Commented [JF4]: Recommend you ask them at the formal pre-submission consultation stage and not via a separate survey

Commented [JF3]: This was part of the last questionnaire - see results report for recommendations from public

Commented [JF5]: This certainly can be carried out. It will need nominations to be provided by the community before pre-submission consultation happens; and then a separate report prepared, setting out how each site meets the criteria for Local Green Spaces (LGSs). At that time you will also need to engage with the landowners to let them know you are proposing to designate their land as a LGS, and send them the draft assessment of their site in order to allow them to respond before you publish the proposed sites. There may be good reasons not to include some sites as LGSs which the landowners can advise you about.

Commented [JF6]: Recommend you also plot the River Lambourn SAC on a map and its catchment area. Everywhere within the catchment area is currently designated as being within a 'Nutrient Neutrality Zone' meaning development must mitigate any additional nutrient loading on the river as part of any planning application.

Commented [JF7]: Some of these recommendations are also in the previous survey report

Commented [JF8]: TVERC can produce green corridor and presumably also wildlife corridor mapping and reports (at a small cost). They may also be able to plot the Nature Recovery Network for your Plan area.

		<ul style="list-style-type: none"> Clarify what needs to be done when creating wildlife corridors 	looking to designate Core and Recovery areas – may be a new policy opportunity here	
BW4 - To promote the inclusion of public open green and blue spaces in developments.		<ul style="list-style-type: none"> Ensure, <u>where appropriate, that all</u> new developments protect and enhance local biodiversity, <u>have green spaces</u>, and where appropriate, <u>provide new green and blue spaces</u>. 	<ul style="list-style-type: none"> Contact Planning Policy @ WBC about whether a policy would be helpful 	<ul style="list-style-type: none">
BW5 – To plan for an increase in biodiversity and wildlife habitat over and above that in the Environment Act 2021 in all future developments.		<ul style="list-style-type: none"> <u>Need to understand the standard set out in the Environment Act 2021</u> 	<p><u>Jeremy Flawn?</u> <u>WBC? The emerging Local Plan policy SP11 includes the 10% BNG figure – government guidance says this is now unnecessary as 10% BNG is a nationally mandatory figure.</u></p>	<p><u>The Government’s new mandatory 10% requirement is fixed. The Planning Practice Guidance (para 006) suggests only exceeding the 10% BNG figure locally where you have good local evidence a) of a particular need supporting exceedance of the 10% figure; and b) opportunities to achieve >10% BNG locally; and c) evidence that the impact of exceeding 10% BNG on viability of development has been assessed.</u></p>
BW6 – To promote tree planting, community orchards, and community gardens		<ul style="list-style-type: none"> Allotment holders are excellent resource of gardeners. Allotments are easy way to create first community gardens? 	<ul style="list-style-type: none"> Contact Growing Newbury Green (orchards), FoE (Lockdown woods) Secret Garden group, Allotment holders Use Newbury Volunteer Centre Horticultural Hub for further prospects 	<ul style="list-style-type: none"> Survey Allotment holders re community gardens Work with WBC to identify land where more community Orchards can be planted Work with WBC to indentify land where community gardens can be created

Commented [JF9]: A policy ma not now be required. Government has clarified recently that policies shouldn't simply duplicate Local or National planning policies elsewhere. In this case the saved Local Plan policies RL1 & RL2, Core Strategy policy CS18, and draft Local Plan policy DM40 all achieve this already. Therefore it seems likely that there is no justification for this kind of policy now.

Commented [JF10]: It requires a mandatory 10% BNG in most cases

Commented [JF11]: Might be worth considering including an infrastructure planning policy that can help to secure this (and other community benefits) from new development?

COMMUNITY FACILITIES

Goal:

To create in Newbury an inclusive, cohesive, and resilient community for all ages and backgrounds.

NDP Objective	Policy	Supporting Text	Comment (adding all comments from previous doc)
CF1 – To ensure the Town’s facilities cater for diverse communities, with particular emphasis on a broad range of facilities for young people, as well as for families, the elderly, and disabled.	Protection and enhancement of existing facilities will be supported. <u>Where appropriate, new developments shall increase community facilities provision, to support additional population.</u>	The provision of youth facilities, such as the Waterside Centre, facilities supporting the elderly, such as the Fairclose Centre, family friendly facilities such as libraries and parks should be protected and enhanced. Access for all abilities should be central to enhancements and new designs.	<p>What we need to do (Ideas and proposals):</p> <ul style="list-style-type: none"> • Map and identify existing facilities in the community. <ul style="list-style-type: none"> ○ Waterside ○ Fairclose Centre ○ Schools (halls and rooms often hired to the public) ○ Newbury College ○ Libraries (e.g. Newbury & Wash Common) ○ Community Centres ○ Parks and open spaces ○ Corn Exchange Outreach <p>Who we can talk to:</p> <ul style="list-style-type: none"> • Leaders from different age groups and cultural backgrounds. • Berkshire Youth. • James Wilcox (CEO of Age Concern Newbury). • Managers of identified community facilities.
		<p>Avison Young London Road Development Brief 2020 Community Facilities 7.22</p> <p>“. Saved Local Plan Policy OVS.1 states that ‘The Council will follow the existing settlement pattern and hierarchy found within the district area in seeking sustainable locations for development which minimise the need to travel and with appropriate access to public transport services and other community facilities.</p>	

Commented [JF12]: As the work you are planning is so comprehensive it seems possible you could use that data to establish what state of repair those facilities are in; what enhancements are needed; what new facilities are needed etc, and then include all of that detail in a separate community facilities report (lie in the East Challow Neighbourhood Plan). You can then use the same infrastructure delivery policy I have referred to above in relation to community orchards and gardens in order to make new development fund specific projects via either S106 agreements or the new ‘infrastructure levy’ (the replacement for CL). A recent example we have worked on is in the Noak Bridge Neighbourhood Plan - see policy NB24 and Appendix 3 to that Plan to see how policies like this can work.

Commented [JF13]: Add reference here to other evidence base documents that support this provision, eg NPPF paras 20, 28, 88, 97; Core Strategy Area Delivery Plan policy 2 etc. Refer to policy options table for other references.

			<p>Some possible actions:</p> <ul style="list-style-type: none"> • Define “Community Facility” (Any facility that serves the needs of the public); then proceed to actions as in previous columns. • Open Meeting for interested parties. Split the open day giving allotted times per objective. • Record opinions. • Reach out to Community United for advice on any barriers to community facilities in Newbury. • Check current planning proposals for inclusivity; e.g. (1) Does Eagle Quarter include seating area where youth and other groups can safely congregate (2) How about a non-alcoholic ‘café/bar’ which is open in evenings?
CF2 - To promote increased access for NHS healthcare (medical, mental health and dental), within the planning process.	Policy aims to create a planning framework that prioritizes the strategic placement of healthcare facilities to ensure equitable access to medical, mental health, and dental services for all community members. New developments should contribute to community infrastructure improvements to accommodate increased population.	Newbury Town Plan 2019-2036 Section 3.9 Health and Wellbeing. There have been significant developments to the north, near Vodafone, East (Stirling Cables), Town Centre (Market Street) and there are more planned in the town centre (Eagle Quarter) and south (Sandleford – east & west) and no apparent increase either in GP Surgeries, Pharmacies, or Dental Surgeries.	<p>What we need to do (Ideas and proposals):</p> <ul style="list-style-type: none"> • Identify the current infrastructure for healthcare. <ul style="list-style-type: none"> ○ There are just 3 NHS GP Surgeries in Newbury. This has not changed for many years, despite the growth in new developments. ○ There are a number of dentists but only 1 NHS dentist. ○ Children and Adolescent Mental Health Services (CAMHS) • Ensure future housing development includes appropriate healthcare infrastructure.

Commented [JF14]: We already have some in the most recent questionnaire and the report summarising findings

Commented [JF15]: Where items / actions aren’t strictly land use planning requirements, you can keep a separate list to be included in the back of the NP (see Noak Bridge Neighbourhood Plan draft, chapter 11) which can signal other community aspirations that developers can refer to.

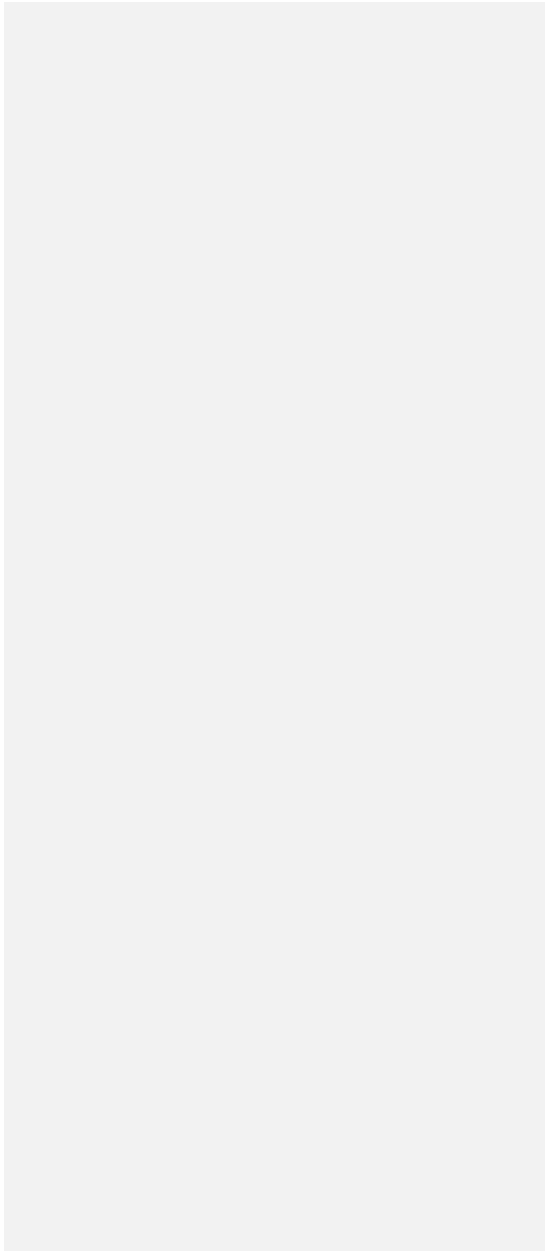
Commented [JF19]: From this work I recommend you identify existing shortfalls and also pro-rata requirements eg (NB these figures are made up) 100 new dwellings requires 0.25 new GPs and 0.1 new hospital beds etc as this is really good local evidence.

Commented [JF16]: How will this first part of the policy work? If you can make it land use based so that eg you could say: “All major residential developments should be informed by discussions with the health authority, GP practice(s) and the local planning authority to ensure that the impact of the development on existing health care services and facilities serving the NDP are mitigated.”

Commented [JF18]: Your evidence base will be critical here - lots of data on shortfalls in provision; waiting lists; GP and dentist requirements etc

Commented [JF17]: This is as per the previous comments and certainly can be secured through an infrastructure policy, but possibly a separate policy to the health care policy mentioned above.

			<ul style="list-style-type: none">• Explore how existing volunteer forces can be preserved and enlarged. <p>Who we can talk to:</p> <ul style="list-style-type: none">• Berkshire West CCG• Patient Participation Groups• Social Services• Newbury Volunteer Bureau• <u>Leaders of health and well-being related charities.</u>• <u>Dentists</u>• <u>Pharmacies</u>• <u>GPs</u> <p>Some possible actions:</p> <ul style="list-style-type: none">• Open Meetings in Community Centres to get further opinion from the public.• Arrange meetings as in previous column.• Arrange meeting with Gary Poulson• Record opinions.• Encourage community facilities in new large developments.
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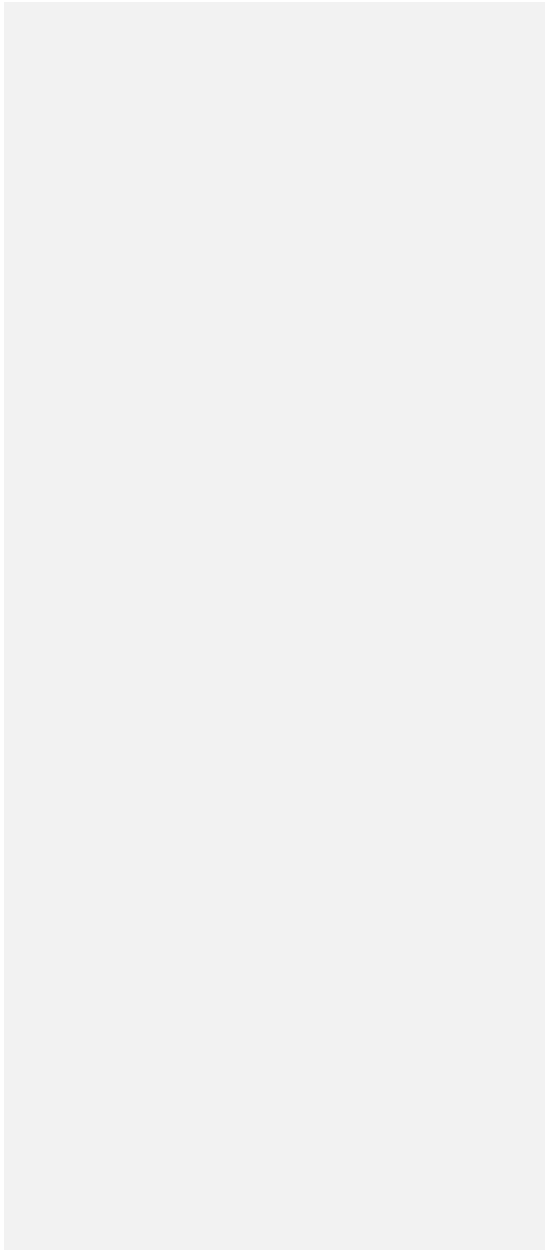


			<ul style="list-style-type: none"> • Encourage any new plans for enhancements to West Berks community hospital, inc. parking expansion.
<p>CF3 – To actively encourage leisure and cultural facilities in the town centre.</p>	<p>Protection and enhancement of existing <u>leisure and cultural</u> facilities will be supported. <u>New</u> <u>Where new</u> developments <u>place additional demands on such facilities they</u> should <u>either</u> contribute to the maintenance and enhancement of existing <u>leisure and cultural</u> facilities <u>and should</u> support the development of new <u>leisure and cultural</u> facilities appropriate to the demography of the new development.</p>	<p>Newbury has some cultural ‘diamonds’, including the Corn Exchange and a town square which lends itself to be used for leisure and cultural events.</p> <p>Leisure opportunities are enhanced by the many sports and social clubs within the town council boundary, catering for groups of all ages and abilities. Victoria and City Parks maintain Green Flag status and are enjoyed and used by many, many people.</p> <p>Newbury Town Plan 2019-2036 Newbury as a Leisure Centre 3.7</p>	<p>What we need to do (Ideas and proposals):</p> <p>The TC Master Plan stated: Young people place a higher priority than any other age group on the provision of outdoor space for leisure and cultural activities.</p> <p>Improving the relevance of events and cultural activity for younger people should be a specific priority for Newbury.</p> <p>Identify existing leisure and cultural facilities and where these can be enhanced and supported.</p> <ul style="list-style-type: none"> • Northcroft • Gyms • Corn Exchange • Pubs (live music) • Racecourse • Waterside Support leisure & cultural facilities which cater for specific age groups or sections of the community, including young people. • Waterside • Theatre and Music groups.

Commented [JF21]: These could be included in the previously mentioned community facilities report (see above)

Commented [JF20]: Again this ties back into, and could be secured via, the new infrastructure policy mentioned above

			<p>Who we can talk to:</p> <ul style="list-style-type: none">• Leaders of cultural organizations.• Interested parties from different age groups. <p>Some possible actions:</p> <ul style="list-style-type: none">• Co-ordinate a meeting with Leaders and Interested Parties.• Plan an Open Meeting to gauge public opinion.• Record opinions as expressed.• Make greater use of Market Place for open air cultural events (see also CF6)• Newbury Spring Festival – expand relevance to wider audience.• ? Jazz & Blues festival.• ? Real Ale Festival – September• Protect current facilities (Corn Exchange, Catherine Wheel, The Newbury, etc).• Support the Corn Exchange initiative to convert the Old Library building, which will increase Outreach activities.
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<p>CF4 – To protect and support significant community facilities in the wider area around Newbury Town.</p>	<p>This Community Facilities Protection and Support Policy aims to create a resilient and thriving community by safeguarding and enhancing the essential assets that contribute to the area's cultural, social, and economic vitality. Through collaborative efforts and strategic planning, the policy seeks to ensure the well-being of the wider Newbury Town community.</p>	<p>Newbury Town Council Strategy 2019-2024 Year 3 Update: Section 2. Foster a real sense of community.</p>	<p>What we need to do (Ideas and proposals):</p> <ul style="list-style-type: none"> Identify facilities of major significance to the wider area around Newbury, for example the Watermill Theatre. Arlington Arts Falkland CC Shaw House Wash Common Library Community Centres <p>Confirm that these facilities are supported by the public.</p> <ul style="list-style-type: none"> Determine how these facilities can be supported <p>Who we can talk to:</p> <ul style="list-style-type: none"> Leaders of organizations identified. Local interested parties.. <p>Some possible actions:</p> <ul style="list-style-type: none"> Co-ordinate a meeting of Leaders and Interested Parties. Record opinions.
<p>CF5 - To promote Newbury as a sporting destination.</p>	<p>To establish a comprehensive policy framework that promotes Newbury as a premier sporting destination,</p>	<p>Encourage development for majority and minority sports facilities.</p>	<p>What we need to do (Ideas and proposals):</p> <ul style="list-style-type: none"> Identify existing sporting opportunities, including minority sports.

Commented [JF22]: This could be combined into one policy with the policy mentioned in relation to objective CF3 rather than as two similar policies.

Commented [JF23]: As above, these could be included in the previously mentioned community facilities report (see above)

	<p>fostering economic growth, community engagement, and a vibrant sports culture.</p>	<p>Newbury's senior mens and women's football teams should have the facilities to enable them to reach the potential of a town the size of Newbury. And example of such is the Dorking Wanderers Football Stadium which brings increased footfall into the town on match days and has enabled both the senior mens and womens teams to thrive.</p> <p>The footprint of the ground in Faraday Road is similar, if not larger than the ground in Dorking.</p> <p>Newbury is lacking in Athletics and Velo facilities. Any developments to improve this would be encouraged.</p> <p>Multi-sports facilities which could include Basketball would also be welcome.</p> <p>Example of a multi-sports hub would be:</p> <p>https://www.slattersportsconstruction.com/case-studies/elmbridge-xcel-sports-hub/</p>	<ul style="list-style-type: none"> • Northcroft Liesure Centre • Youth football clubs: AFC Newbury; CSA07 • Newbury FC • Newbury Women FC • Cricket clubs: Newbury; Falkland • Hockey Club (Henwick) • Canoe Club • Newbury Cycling Club • Lacrosse • Tennis Clubs (Victoria Park; Speen). • Golf clubs (all on periphery) • ? Basketball • Swimming • Darts and Snooker • Eton Fives (National standard courts at St Barts). • Newbury Rugby Club and Newbury Racecourse (bring significant footfall to the town centre). • Identify areas where there is lack of provision of access to sport, including play areas. • Ensure future development is inclusive of sporting and play needs. <p>Who we can talk to:</p>
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Commented [JF24]: Need to ensure this is a land use policy. Otherwise it will end up being a community aspiration at the back of the NP.

Maybe the answer is to have a policy that seeks to use the proceeds from development (through S106 / Infrastructure Levy) to fund improvements to the clubs or to require eg all major (ie >10 dwellings) developments to provide a sports strategy to identify how their proposals will promote Newbury as a premier sporting destination, as well as fostering economic growth, community engagement, and a vibrant sports culture. This would be similar to the infrastructure policy noted above.

			<ul style="list-style-type: none"> • Speak to leaders and members of Sports Clubs identified. <p>Some possible actions:</p> <ul style="list-style-type: none"> • Maybe conduct a Community Forum? • Record opinions. • A multi-sports facility which included Basketball would also be looked on favourably. • Maybe encourage WBC to do a complete rethink of the LRIE enhancements to change it to be a destination centre for sports excellence? • Evidence: Newbury Town Plan 2019-2036 recommends under 7. Leisure, Culture and Tourism: 7.16 Facilitation of suitable sports and leisure developments in employment areas. • Protect open areas and parks from development. • Encourage new open areas as part of major developments, to be given to town or district for management and maintenance. • Possibility of indoor athletics arena • Possibility of using the Battle of Newbury site and selling St. Barts Enborne Road field to developers to pay for it.
CF6 — To promote Newbury’s Market Place and Wharf.	Policy aims to promote the development of the Wharf and Market Place as part of a more	Multiple previous town plans in different forms have supported this proposal eg Hemingway	<p>What we need to do (Ideas and proposals):</p> <p>Explore ways in which the Wharf and Market Place could become centres for a café culture including a gallery for local</p>

	<p>sociable and more cultural centre for the Town.</p> <p>Such development will aim to preserve and protect buildings and structures which have an historic link to the river and canal.</p> <p>Green Corridor planting would be encouraged.</p> <p>Plans which include seating and possible meeting places for young people, would be encouraged.</p>	<p>Newbury Town Centre Masterplan: Executive Summary Principles 6 & 7.</p>	<p>artists, street music and entertainment. Foot-fall would increase and support new 'artisan' shops.</p> <p>Ideas to enable easy access from Parkway and Victoria Park to the Wharf and Market Place should be considered.</p> <ul style="list-style-type: none"> Explore provision of a free "hop on hop off" bus service through the town centre to encourage access to a large range of shops, to assist the elderly and those with walking difficulties and to encourage footfall in the Wharf and Market Place. <p>Who we can talk to:</p> <ul style="list-style-type: none"> Discuss with business owners/leaders. Meet with leaders of Open Studios Meet with the Director of the Corn Exchange and the Manager of the Spring Festival. Meet with Transport representatives to consider (i) the impact of loss of parking spaces and (ii) the viability of a free circular bus route. Meet with youth leaders. <p>Some possible actions:</p>
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Commented [JF26]: Refer to all of the relevant ones in the supporting text as examples of the problem and the potential solutions.

Commented [JF27]: If this is something you really want to achieve through the NP then you will need a physical masterplan and other design details which can be included in the NP and supported by policy. But to be more than simply aspirational there needs to be a positive drive to make it happen otherwise it may be too detailed to include in the NP and ultimately not deliverable.

Commented [JF25]: Unless this is a targeted and potentially funded scheme the Best way to phrase such policies is usually to express support for proposals which And then list the improvements to the public realm etc that you are seeing to deliver.

If the improvements are already planned / funded then you can be more specific by reference to those proposals and identifying how you wish them to be carried out.

Either way do you want to perhaps talk about use of high quality materials, creation of beautiful places etc as well? There is some cross-over with the culture and design theme though.

Commented [JF28]: This can be picked up under transport and access.

			<ul style="list-style-type: none">• Check reasoning for such development in multiple previous Town Plan reports (as below).• Open Meeting to consider pros and cons.• Record opinions.• Lobby WBC to make Market Place a permanent pedestrianisation.• Updates to Wharf to encourage stop off by canal users (e.g. add water and waste facilities).• Support enhancements to the Canal Corridor, including lighting and condition of verges going through town.
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Commented [JF29]: These seem to be more akin to what might be included in a design code and character appraisal as positive features that the Council would support. That opens up the opportunity to commission such a document if you wanted to do so..... But it is an undertaking of a few months to commission (through AECOM - who are I think free for NP steering groups to use).

ECONOMY AND ENTERPRISE

Goal:

To facilitate vibrancy, innovation, and resilience in business through the planning system.

NDP Objective	Policy	Supporting Text	Related WBC LRP policies and text	Comment
EE1 – To encourage a vibrant and diversified local economy and provide for long-term sustainable economic growth.	New development should provide areas for workspaces, workshops, small scale manufacturing and low-cost outlets.	Newbury traditionally had mixed economy with people living close by to their workplace, which over the years has diminished. To expand the economy, it needs to be able to position itself as attractive for start-ups and SMEs. To do this it needs quality work areas (whether in terms of manufacturing or office space) which meet the requirements of the 21 st century close by residential areas. By doing this there is a secondary effect of boosting the towns leisure and retail economy.	Policy SP20 Strategic approach to employment land. Policy DM4 Building sustainable homes and businesses.	This replaces objective of restricting office re-development, as this was rejected in the survey. Need to pull together a panel from different backgrounds to identify the true needs. There are several local entrepreneurs who could help in this area.
EE2 – To establish an area for temporary activities and community uses, drawing people into the town.	Unused Support will be given to proposals to repurpose unused or low use under-used spaces both indoors and outdoors, shall be reviewed by their owners (in association with the council?) for temporary activities and community uses opportunities to re-purpose.	Several towns have converted unused retail space into different uses such as go-kart tracks, restaurants, small scale manufacture and marketplaces. Newbury has a large unused Debenhams store in Parkway which would be ideal for this (new plans for this store announced but principle remains the same) Also, there is quite a successful Artisan and Farmers market which draws people into the town but is only once a month could this be expanded?	Policy SP21 Sites allocated for employment Land. Policy SP22 town and district centres.	This replaces objective of co-working spaces as rejected in survey. Wharf and market square? Work with owners of Parkway and developers of Eagle Quarter to establish low-cost spaces for pop up shops / street food and community events. Talk to the market traders about how to expand.
EE3 - To facilitate the creation of incubator and accelerator hubs and high-quality offices	In association with UCN (and its link to Reading University?) encourage the development of an incubator hub.	Reading University has been successful in developing a science and a business park which has benefitted Reading. On a smaller scale this could be the model for Newbury as UCN develops and can provide a local highly skilled workforce.	Policy SP20 Strategic approach to employment land. Policy DM32 Designated employment areas.	Would need to engage with UCN to understand the feasibility

Commented [JF30]: Needs to be more specific, eg “all new development over x dwellings”; or “all new employment development over xx sq.m” etc and it should have the words ‘where appropriate’ at the end otherwise it is likely to be too rigid for the planning application officers to rely upon.

Commented [JF31]: Agreed - and the output from any discussions with the business community should be written up and included as part of the supporting evidence underpinning this policy and referred to in the supporting text.

Commented [JF32]: If you can gather real evidence of demand and supply of units this would be really good supporting evidence for the new policy.

Commented [JF34]: Is there a possibility to allocate some land on the UCN site in the draft NP with their support and assistance?

Commented [JF33]: Good policy - suggest slight revision to wording of policy to confirm support will be given for proposals that secure the delivery of an incubator hub

<p>EE4 - To promote Newbury as a business destination.</p>	<p>Create a vision of Newbury based on the achievement of objectives EE 1 – 3, together with the achievement of the other town themes e.g., transport, community facilities etc. Which can be used to encourage the movement of small businesses and families into the town.</p>	<p>For a business to start up or relocate to an area there must be a blend of reasons to make it attractive. It is not just about offices but also the way of life in the area and its ambiance. The cumulative effect of the overall strategic plan for the town should have that impact.</p>		<p>Need to use BID and other business associations to measure the impact of the strategic plan on the attractiveness to business to start-up or relocate to Newbury.</p>
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Commented [JF35]: This is a very difficult subject to put into a land use policy. Policies can support proposals that consolidate / promote Newbury's business credentials and help to deliver these objectives, but need to be tied into physical development.

SUSTAINABILITY AND CLIMATE CHANGE

Goal:

To achieve zero carbon and aim for net carbon gain for Newbury by 2030.

NDP Objective	Policy options	Next steps / actions
SU1 - To mandate high standards in building practices that promote and aspire to 'Passivhaus' principles in residential buildings.	<ul style="list-style-type: none"> To require all new buildings to achieve Passivhaus certification or a similar high-performance building standard Require the installation of triple-glazed windows to minimise heat loss Promote the installation of Mechanical Ventilation Heat Recovery systems Encourage developers to design buildings with optimal solar orientation to maximise passive solar gain and minimise heating requirements Set minimum insulation requirements for walls, roofs and floors, ensuring that buildings meet or exceed the thermal performance criteria of PassivHaus construction 	LPA / Bluestone to review policy options
SU2 - To promote retrofitting and reuse of existing buildings above redevelopment and unnecessary demolition – as a sustainable alternative.	<ul style="list-style-type: none"> Require building condition assessments before demolition permits are issued to ensure demolition is necessary Require mandatory waiting time before buildings demolished, to allow for potential alternatives to demolition and community input 	LPA / Bluestone to review policy options
SU4 - To increase EV charging points, for both on street parking and new developments.	<ul style="list-style-type: none"> Require the installation of EV charging points in new developments To require the installation of EV charging points in streets with no drives To require the installation of fast charging stations where possible 	LPA / Bluestone to review policy options Review current EV charging point rollout plan with WBC
SU7 – To encourage the highest sustainability standards for new developments, aiming for carbon neutral or better.	<ul style="list-style-type: none"> Encourage the installation of renewable energy systems, such as solar panels, on new buildings to generate clean energy on-site Encourage the incorporation of green roofs and living walls in new developments to improve insulation, reduce urban heat island effects and enhance biodiversity Prioritise pedestrian and cycling infrastructure to reduce car dependency and encourage the use of public transportation To require all new developments to have secure cycle parking Protect existing trees and require the planting of new trees in new developments to enhance green spaces, provide shade and improve air quality Promote the use of sustainable and low-carbon building materials, such as recycled or reclaimed materials, and provide guidelines on materials selection 	LPA / Bluestone to review policy options

Commented [JF36]: This is likely to be too strongly worded. 'Encourage' all new dwellings to achieve; and 'encourage' non residential buildings to achieve BREEAM very good / excellent etc is more likely to be accepted by the Examiner.

Commented [JF37]: As above, this duplicates building control and as such may not be accepted, but in any event it should encourage or support rather than require it.

Commented [JF38]: Promote and encourage are good options - these combined with the toning down of other policy option suggestions could all be included in a single sustainable building methods policy.

Commented [JF39]: As above I suspect this will be rejected because it duplicates or exceeds building regulations requirements and the Government has recently issued a Ministerial Statement asking that planning policy documents don't contain policies that duplicate Building Regs requirements.

Commented [JF40]: These are really interesting policy options. I recommend developing both. However you will need evidence to explain why this is an important issue in Newbury.

Commented [JF41]: Housing Site Allocations policy P1 already covers this so probably not necessary. Emerging Local Plan policy DM42 does too.

Commented [JF42]: These cannot be required but can be encouraged or supported where they are proposed (you may want to have a blanket support or a criteria based support though).

Commented [JF43]: All of these options are good and I encourage you to develop those that are supportable by evidence of local need for such uses.

Remove reference to 'require' though, and replace with 'encourage'.

	<ul style="list-style-type: none"> • Encourage developers to incorporate zero-waste design principles, such as recycling and composting facilities, to minimise waste generation • Promote stormwater management practices, such as permeable pavements, rain gardens and retention ponds • Require the installation of rainwater harvesting systems in all new residential and commercial developments • Require the installation of greywater systems • Zoning policies? Making sure high density residential areas are within walking distance of amenities and public transport • To encourage developers to create safe and pleasant walkways between amenities and public transport, as well as around the development site 	
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Commented [JF44]: Again these are all interesting and warrant further consideration. Again remove 'require' and replace with 'encourage' or similar.

Commented [JF45]: Suggest adding definition of what 'walking distance' means in supporting text. Guidance from the Government should be quoted. There are various documents that indicate 400m is the typical distance most people will happily walk to facilities and bus stops.

Commented [JF46]: This is good - recommend you explore this further. Perhaps include analysis of where existing walkways / cycle routes are not safe or pleasant to use as part of the evidence base. There is a cross-over between this and the transport / access theme below.

TRANSPORT AND ACCESS

Goal:

To reduce car dependence and increase and facilitate active transport. To provide public transport that is attractive to use, affordable and green.

Transport & Access

NDP Objective	Policy	Supporting Text	Related WBC LRP policies and text	Comment
TA1 - To remove all but essential traffic from the Town centre	New development shall, where appropriate, enhance and contribute to the removal of all but essential vehicular traffic from a defined area of the Town centre at defined times.	Newbury Town centre is the premier retail and entertainment (including restaurants etc.) location in West Berkshire. This has been achieved in part because of the many years that all but pedestrians and cyclists have been excluded from the centre through the day. It is desirable that this is maintained and preferably enhanced.	SP23: bullets a-c, paras 7.42–7.45. DM42: bullets a & b, paras 12.94 & 12.96.	Do we want an “as a minimum” rider to this? What if the development is distant from the centre; should CIL be levied to help maintain the traffic removal? If so, how?
TA2 - To prioritise and improve walking and cycling routes and infrastructure into Newbury and throughout the Town	Where appropriate and where affected by the proposals, new development shall support sustainable transport and active travel by encouraging linking to, adding to and improvements to walking and cycling routes throughout the Town. Where possible, modal separation will be provided encouraged.	Newbury Town Council passed a Climate Emergency motion in 2019 and has been promoting measures linked with that including sustainable transport. This policy links with the previous one to encourage active travel consistent with a vehicle-free Town centre.	SP23: bullets a-d, paras 7.42–7.47. DM42: bullets a, b, c & h, paras 12.94, 12.96 & 12.98.	Difficult to see how this might be achieved by small developments. Even for something like Eagle Quarter, we would be looking for CIL.
TA3 - To facilitate improved green public transport within Town and into Town from outlying areas	New development shall support and where possible enhance sustainable public transport into and across the Town.	Continuing the theme from the two previous policies, for those people and occasions when active travel is not possible, public transport is encouraged.	SP23: bullets c & d, paras 7.42, 7.43 & 7.45. DM42: bullets d-f.	Presumably this is aimed essentially at bus services and making sure routes and stops are appropriate?
TA4 – To plan car parking strategically so that the need for car use within the Town Centre reduces	New development shall provide adequate car parking (iaw. WBC standards) and shall aim to alleviate existing on-road-street parking. Space shall be allocated for Car Club vehicles where appropriate, as part of development proposals. Commercial / retail development will enhance existing public car parking, for	Newbury has a particular problem with housing built before the widespread availability of cars and where parking is now arranged in residents' schemes often in narrow streets. Whilst car-parking standards should prevent the problem from worsening, any measure that can alleviate the existing situation is encouraged. Newbury has had a Car Club since 20??; support for it is encouraged, particularly when development is unable to	SP23: para 7.45. DM42: bullet l, para 12.99. DM44: in its entirety.	Do we envisage a new development being required to provide additional parking for residents' schemes? Does this send the wrong message about car ownership?

Commented [JF47]: Over-arching comment – the supporting text should explain the evidential basis for the policies, and therefore where you have policies dealing with specific issues these will need to be evidenced in the supporting text or elsewhere, and cross-referred to in the supporting text.

Commented [JF49]: If you have this as a community aspiration and make it explicit in an infrastructure spending policy that CIL money (or infrastructure levy money) will be used to fund various proposals including this one, that might be a way to use the NP to address this pre-existing issue

Commented [JF48]: This is a good suggestion but it is not really possible to require new development to fix a pre-existing problem through a policy (but see following comment on CIL monies). It could be moved into the 'community aspirations' section or perhaps have a policy that instead requires new development in the town centre area not to lead to increased trips within a defined part of the TC in the vicinity of the site between xx hrs and xx hrs. This might then enable control over deliveries etc

Commented [JF51]: The CIL route is of course another option, following the approach outlined above.

Commented [JF50]: This is probably too strongly worded for an examiner to support it so I have changed it to a policy of encouragement.

Commented [JF52]: This policy is fine - no comments.

Commented [JF54]: Development can only really 'consume its own smoke' in terms of parking, unless there is an opportunity on-site to provide public parking as part of the development.

	example by providing EV charge facilities.	provide car parking consistent with this policy. Ownership of electric vehicles should be promoted by providing charging facilities wherever possible.		
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Commented [JF53]: Again this is difficult to achieve if it is a pre-existing problem. It is probably the way the policy is worded and it might be better to simply say that all new development will provide EV charging points in accordance with the WBC policy on EV charging (but note comments above that indicate this is already required in Local Plan policy so could be argued to be duplicating those policies and may therefore be unnecessary.

HERITAGE AND DESIGN

Goal:

To preserve the historic, market town character of Newbury, while creating a centre for modern, innovative working and living.

Objectives:

DH1 – To keep the town centre vibrant with a mix of retail, leisure, residential and business.

DH2 – To secure a balanced residential mix of houses and flats, including appropriate affordable and social housing.

DH3 - To encourage the use of design, materials, and detailing sympathetic to the character of Newbury's heritage and support contemporary design rooted in an understanding of its context.

DH4 – To identify and conserve historic buildings of Newbury and adopt a flexible approach to their future use and occupation, thus ensuring their preservation and enjoyment.

DH5 - To preserve and enhance our existing garden suburbs, as defined in the Newbury Town Plan Chapter 5¹, and their context.

DH6 - To preserve and protect important views and open spaces across the town and the suburbs.

¹ The Newbury Town Plan can be accessed from the Newbury Town Council website, here: <https://newbury.gov.uk/the-council/key-documents/town-plan/>

Newbury Town Council Neighbourhood Development Plan

Topic Subgroup Heritage and Design

Policy Options

1. Heritage and design profiles, describing the local character, architecture, and views, will be prepared for each of the 11 character areas defined in the Newbury Town Design Statement (July 2018 and earlier version) [NTDS]:

North West Newbury

North East Newbury

The Town Centre

Eastfields

Industrial Area

Westfields

South and City

St Johns

Pyle Hill

Valley Road

Wash Common.

The relevant Conservation Areas, as defined by West Berks Council and Newbury District Council, are:

Newbury Town Centre;

K&A Canal Newbury West;

K&A Canal Newbury East;

Shaw Road and Crescent;

Donnington Square;

Stroud Green (part)

The proposed changes in the draft CAA for Newbury Town Centre to the borders of the Town Centre CA are not accepted.

2. For each character area, the following information, as appropriate, will be collected as a basis for the heritage and design profiles:

- (i) nationally and locally listed buildings;
- (ii) non-designated heritage assets;
- (iii) principal landmarks;
- (iv) principal settings and views of heritage significance, including trees;
- (v) characteristic design features of buildings, including their street scene, styles, rhythm, scale, height, materials, and roofscapes;
- (vi) public open spaces;
- (vii) public realm: street paving, furniture and clutter;
- (viii) rivers, canals, and their adjacent buildings.

3. The following information sources will be used:

List of former Grade III listed buildings, if obtainable;

Commented [JF55]: Is the intention that these items (i) to (viii) will be added to the character area reports as sub-headings, yet to be written?

I ask because the area reports below are good but could do with some further detail in relation to these specific topics, area-by-area.

The NTDS;

Draft Conservation Area Appraisal for Newbury Town Centre, December 2021 (West Berks Council);

Pevsner (2010 edition);

Historic Environment Record, accessed via the WBC online map;

Newbury Road by Road (Roy Tubb, 2011);

Draft CA proposals prepared by Gina Houghton, 2006-09:

St. Bartholomew's school area

Newtown Road

Donnington Square

Westfields

Stroud Green;

Historic Newbury Character Study (West Berks Archaeology Service, 2006);

Newbury Buildings Past and Present (Newbury Museum, 1973);

List of Buildings of Special Architectural or Historic Interest, District of Newbury (Department of the Environment, 1983), with notes by David Peacock, 2013.

4. Next steps:

The first character areas to be described will be:

Westfields (Ian)

Eastfields (David)

Wash Common (Anthony)

The subgroup will meet at La Redoute on 29 November 2023 to review and compare progress.

5. Principles of development of new buildings, extensions and alterations to existing buildings, and demolition of buildings, appropriate to each character area

1. Developments should be complementary to the character, materials, and setting of existing buildings in the respective character area, and if possible should enhance it. Existing building heights and roofscapes should be respected. Existing views of heritage significance, including trees, should be protected.
2. Taller buildings outside the immediate town centre should be set back from existing shorter buildings in proportion to their height. New landmark buildings in modern materials are desirable, but should enhance rather than distract from the character of their neighbourhood.
3. Special protection should be accorded to Newbury's stock of pre-Civil War 17th century and earlier buildings, which are especially vulnerable, to 18th Century buildings by James Clarke, which are some of Newbury's most distinguished, and to 19th century and early 20th century buildings by the local architect James H. Money.
4. The character of Newbury's seven gateway roads, several of which have a garden suburb ambience, should be a factor in any planning proposal which affects them.
5. Larger planning applications should have regard to existing local landmark buildings and landscape features.
6. The visual rhythm and characteristic design features of the post-War Newbury estates should be preserved. These should include open corner plots where these remain.
7. Canal side developments should preserve or improve on their special amenity as an attractive environment.
8. Open landscapes within the town and suburbs, including recreational open space and strategic green corridors, should be protected and enhanced.

9. New shop fronts and improvements to existing shop fronts should take into account the character of the individual building, the relationship to neighbouring properties and the character of the street as a whole. The 2003 SPG on Shopfronts and Signs remains in force.
10. Unused modern clutter to building frontages should be removed. Modern accretions should be located where they are not publicly visible. Waste storage facilities should be discreetly located and in keeping.
11. Traffic signage, and road marking should be kept to the minimum necessary to meet safety standards.

Ian Blake

David Peacock

Anthony Pick

September 2023

David Peacock was co-opted to the Topic Subgroup on 12 July 2023.

Andover Road Character Area

Summary

Commented [JF56]: These are all really good principles. There are two ways you could take this forward:

1. They could be combined into a single policy perhaps, or into a couple of heritage and design policies (one of each, perhaps?)

For example, points 2, 4, 5, 7, 8, 9, 10 and 11 are more design focussed, whereas points 1, 3 and 6 are heritage focussed; or

2. They could be described as a town-wide design code, and you could draft a stand-alone policy that requires all development to accord with the over-arching design code as well as the character area-specific design codes (which would effectively be the principles you have identified at the end of each area report below). The character area reports could be appended to the Neighbourhood Plan, completing the evidence base and (because they are actually appended to the Plan) attracting significant weight in decision making as a result.

These are the two approaches I recommend you consider. Design Codes are coming to the fore and the Government has strengthened national planning policy to require all local authorities to adopt design codes for their area. They will inevitably be generic, so this presents an excellent opportunity to create a Newbury-specific design code based on the principles you have already set out, without having to produce lots more work, because the basic code is already there.

The Andover Road character area consists of Andover Road from the St John's roundabout to the border of the parish adjoining Hampshire, and all the side roads off it. It led to Andover and Salisbury and was originally called Wash Lane and similar attributes, as it led to Wash Common. Under a 1766 Act of Parliament, it was part of the Hursley (Hants) to Chilton Pond turnpike road. Until 1766-68, its northern end went through what are now Derby Road and Argyle Road, which were then by-passed by the present route through to the roundabout.

Wash Common was largely undeveloped before 1855, when it was enclosed. The road was generally known as Andover Road from about 1900. At some point it must have been widened, as can be seen from the curtailed front gardens of a few older houses opposite Woodridge. The part of the road north of Buckingham Road and Wendan Road consists of terraced dwellings, including the Grade II listed 61-67 Andover Road (1784). Adjoining these are 77-87 (Falkland Terrace, 1878-91), and 89-97 (Oriental Terrace, before 1878). The houses opposite date from 1898 to 1902.

Old Newtown Road, off Andover Road near its northern end, was before 1829 the connection with Newtown Road, which led to Winchester and Southampton. In 1829, it was as bypassed by what is now the northern end of Newtown Road. It includes four Victorian or Edwardian houses.

South of Buckingham Road and Wendan Road, large houses were built with substantial gardens during the Victorian period. North of the Essex Street/Monks Lane junction seven side roads were each constructed by demolishing a large house and building on its garden. South of the Essex Street/Monks Lane junction, a further three such houses were demolished on constructing side roads.

Older houses north of the Essex Street/Monks Lane junction are generally set back from the road, the space being marked by mature trees which may still exist for houses which have been demolished. These are integral to its garden suburb character.

The remainder of Andover Road dwellings date mainly from the 1920's and 1930's north of the Essex Street/Monks Lane junction and 1950's onwards south of the junction. However, the original imprint of the Victorian and Edwardian dwellings still lends the road its present character of a garden suburb gateway to Newbury. Tydehams and Garden Close Lane continued the pattern of larger houses and gardens after the Edwardian period.

Wendan Road, first developed 1932-40, and the adjoining Meadow Road, Croft Road, Culver Road and Three Acre Road, illustrate the red brick construction typical of Newbury.

Andover Road climbs for 1.8 miles from the St John's roundabout, and then slopes downhill at Sandpit Hill towards the A34 junction. Houses at the top of the slope have excellent views across the Hampshire countryside.

Significant public open spaces include the City Recreation Ground (1849), the Wash Common Recreation Ground which contains five bronze age barrows as scheduled monuments, and the Wash Common allotments.

Public Buildings include St Bartholomew's School, Falkland Primary School, and St George's Church and Church Hall.

The character area includes part of the site of the First Battle of Newbury (1643), the remainder being in Enborne Parish.

The Gun public house and the Falkland Memorial are locally listed.

Significant Evidence

The following roads were constructed in the substantial gardens of large Victorian houses, which were mostly demolished: Erleigh Dene, Gwyn Close, Kingsland Gange, Highlands, Monkswood Close, Westmead Drive, and Sutherlands (north); Gorselands, The Hollies, and Conifer Crest (south).

Tydehams continues the pattern of original Andover Road housing. It was developed from 1923 onwards on land acquired by Dr George Simmons, subject to covenants to restrict the density of housing. Mostly built up to 1938, it now has 39 dwellings. Two of them (The Haven and Shepherds) are Newbury's sole instances of Early Modern Movement architecture.

Garden Close Lane, constructed in three stages around 1858, 1880, and 1928, follows a similar pattern to Tydehams. The earliest seven houses, dating from 1927, were originally assigned to Andover Road. It now has 52 dwellings.

Buckingham Road was constructed about 1840-48. Houses on the northern side mostly date from 1878-91 and on the southern side from 1913-36. The southern side also includes the former Luker Hall (1910), the former Worstall Hall (1885), entrance in Enborne Road, both now converted into flats, and the present St Bartholomew's School (2010).

Woodridge contained three houses in Edwardian times, two of whose gardens abutted Andover Road before redevelopment.

South of the Essex Street/Monks Lane junction, Newbury House (No 237) and Park House are remaining Victorian dwellings in Andover Road, converted respectively to flats and Park House School.

28 houses in Essex Street, 10 houses in Falkland Road, seven in Battery End, five in Monks Lane, two in Wash Water, and one in Warren Road date from before 1914.

Falkland Garth, Essex Street, and Kennel Cottage date from the 17th or 18th century.

Design Principles

Developments should respect the character of the road by conforming to the original layout and the visual harmony, architectural form, and materials of its neighbours. In this way, the garden suburb character of the road will be maintained.

The remaining older buildings and their curtilages, if of architectural or merit, should if possible be retained, after acceptable extensions or adaptations.

Mature trees contributing towards the garden suburb ambience should be conserved, or if that is not possible, replaced.

The setting of schools, churches, and other public buildings should be conserved. New trees should be planted where mature ones have been

Areas assigned to be public open spaces should be strictly protected against encroachment.

Commented [JF57]: There is an argument to say that this section could be re-named as an area-specific 'design code' for this particular character area (and indeed one could be produced for each of the character areas).

This could then tie in with the over-arching design code for the town as a whole - probably as set out in Section 5 points 1-11 above.

Principal Sources

The most valuable printed resource has been *Newbury Road by Road*, by R.B. Tubb (2011). Other sources used are on the general list.

Anthony Pick

4th January 2023

Eastfields Character Area

Draft “character area” assessment of the Eastfields area, Newbury, for the NTC Neighbourhood Development Plan.

Summary

This area lies between the A339 dual-carriageway and Boundary Road, from the Kennet & Avon Canal to the north, down to Stroud Green in the south, with the south-west boundary formed by Greenham Road (except for the group of houses around the junction of Greenham Road and Racecourse Road, which is considered as part of “Stroud Green and Greenham Road”). Although considered here as in one character area, the character of those parts of this area north and south of the railway line are very different.

North of the railway line the area is well on the way through a transition from light industrial/commercial uses to modern residential. It is dominated by relatively modern development: Sainsburys, the Police Station (Mill Lane), the former BT site (Windsor Court), Carpenters Close (off Mill Lane), Regent Court (off Boundary Rd), and Sterling Gardens. Late Victorian/ early C20th housing survives along Kings Road, Gordon Road, Denmark Road, Mill Lane, Connaught Road and Boundary Road (N), but the houses are very much subordinate to the more modern development, which is generally taller. The highest buildings are those of the Sterling Gardens development, on the former gasworks site.

South of the railway, down to Stroud Green (in spite of some additions and alterations), the two-storey late-Victorian housing is largely intact, with local orange-red brick as the dominant material, originally with slate roofs. The materials and the style give a distinctive character to the area. Maximum height is provided by three-storey buildings, often flats, such as Wentworth Court, Harbury Court and on the corner within York Road.

Many of the houses across both parts of this area lack their own parking spaces, and only have access to on-street parking. Recent decades have seen increasing pressures on the available on-street spaces, for a variety of reasons.

There are very few public trees across this area (there is a striking exception on Queens Road, immediately south of Harbury Court). Greenery is mainly supplied by the trees, bushes etc within front gardens, which are generally fairly small. There are no listed buildings in this area.

Evidence

Name

In spite of the name, this area was not part of the medieval Eastfields of Newbury; until the late C19th, it was part of the parish of Greenham. The Eastfields themselves (which survived to the mid-C19th) ran north and south of St. John's Road.

Details

Boundary Road was created in two phases in the 19th century, in the parish of Greenham. In 1878 the boundaries of Newbury were extended to take in this part of Greenham, and the new boundary ran along Boundary Road. The boundary later changed again, moving further east. The oldest surviving buildings in Boundary Road are nos. 122-130 ("Oak Villas"), a terrace of four houses in red and grey brick, built before 1878.

Kings Road has, along the western half, Sainsbury's and its car park to the south (between the A339 and Hector's Way); on the north, housing set back from the road, much of it detached. Along the eastern half, late C19th/early C20 housing on both sides, impacted by the Sterling Gardens development on the south side at the east end.

Mill Lane is one-way from the A339 to the junction with Boundary Road and Bone Lane. This formerly had a strong industrial or commercial element (bus garage etc), but in recent decades has evolved into a heavily residential area. Greenham Mill is a particularly successful development.

In Queen's Road, the western is half two-way to Burger King roundabout. The eastern half is one-way east to the junction with Boundary Road; narrow, and without pavement. York Road retains its 1880-1910 character, even the modern terrace built in place of the laundry buildings (nos. 71-79) is sympathetic to its surroundings. York Road is notable for its four-carriageways width, allowing two-way traffic plus parking along both sides of the road.

Much of the housing across this whole area was built in the period 1880-1910.

Pedestrian access from this area (and south-east Newbury in general) is challenged by the narrow footpaths to the bridge carrying the A339 over the railway, which are designated as both footpaths and cycleways in spite of their very limited breadth.

Town design statement 2005

“Victorian Eastfields: Most of the housing development in Eastfields is Victorian, consisting of high-density streets of two-storey red brick terraced and semi-detached houses, generally with no garaging... The building of the houses of the Eastfields development formed a sort of ‘infill’ between Newbury and Greenham in the last quarter of the 19th century.”

Town Design Statement 2005 p. 28.

Historic Environment

There was a substantial Roman cemetery on the Sainsbury’s site (which occupies the former site of the goods yard of the GWR) with approx. 200 interments and cremations, discovered in 1856; likely to have been alongside a Roman road, the course of which has not yet been identified.

Other places of interest include: Greenham Mill (site of); the Kennet & Avon Canal corridor; and a number of houses facing Stroud Green close to the southern end for Boundary Road (More places of historic interest near Stroud Green are included in the Greenham Road/ Stroud Green character area).

Design Principles

Stroud Green (to the south) should be protected against encroachments (an issue largely for Greenham); and against development near its perimeter which would diminish its open and accessible character.

Development in the Kennet & Avon Canal corridor to the north should be appropriate to its setting, with special consideration to the impact on the canal and its surroundings, and their enhancement.

In any changes to this area, special consideration should be given to retaining and (if possible) increasing the number of on-street parking spaces available.

In the area south of the railway, the use of local red brick and slate give a distinctive character to the area, which should be respected in future development.

The height of the Sterling Gardens development (on the former gasworks and Sterling Cables site) was granted due to exceptional circumstances on this site, and should not offer a precedent for the height of other development in this area. The exceptional circumstances include the cost of site decontamination and the height of the pre-existing cable tower from the time when the site was used by Sterling Cables; as well as issues relating to the need for a new road through the site. The guide for the maximum height in the area north of the railway line should be the height of the highest building other than Sterling Gardens, currently five storeys.

The guide for the maximum height in the area south of the railway line should be height of the adjacent housing, generally two or two-and a-half storeys; and in any case should not exceed the height of the highest building, currently three storeys.

DP rev. 3 Jan. 2024

Hambridge Road Character Area

Summary

Hambridge Road character area consists of the areas north and west of Hambridge Road itself, east of Boundary Road, and south of the Kennet & Avon Canal. It comprises of the adjoining roads, Bone Lane, and Arnhem Road.

It also sits on the edge of conservation area Kennet & Avon Canal (Newbury East), which covers the canal and lock areas.

Visually the area can be characterised overall as being low and flat with large utilitarian buildings and woodland belts adjacent to the canal, which generally block out views of the area including potential vistas of the attractive Kennet and Avon Canal.

The Hambridge Lane area succeeds in combining functionality with business park aesthetics and the industrial environment is relieved by two rivers and the canal flowing through it in quiet conservation areas. The nearby racecourse adds to the eclectic mix.

Significant Evidence

The Newbury Historic Character Study states that “within the industrial and commercial development of Hambridge Road some terraces of early 20th century houses survive, including those along Junction Terrace. The two-storey brick and tile properties are rather isolated within the recent developments.”

Many of the buildings have been updated and repurposed since their original construction, with a limited number of examples of new modern commercial buildings constructed. The most notable exception to this is the Stryker headquarters building that is located on the corner of the roundabout junction of Hambridge Road and Hambridge Lane. It is a three-storey modern office building constructed with lightweight curtain walling and a combined glazing and brise-soleil feature front façade.

Design Principles

Where possible opportunities should be taken to enhance the area by opening up views along the canal and river corridors and avoiding the use of unnecessary security fencing but enhancing tree screening of the industrial buildings, especially where visible from public rights of way. In addition, development should include tree planting to help integrate new buildings into the area. High quality design should be encouraged which makes a positive contribution to the visual appearance of the area - an important gateway to the town.

Commented [JF58]: Consider breaking this down into specific bullet points

Ian Blake

06 January 2023

The City Character Area

Summary

The City character area includes Argyle Road, Derby Road, Hampton Road, and the area to the east of it. The eastern part extends to Lower Raymonds almshouses and the Fairclose Day Centre in Newtown Road, being an integral part of the earlier Bartholomew Hospital site. It comprises the highest concentration of historical and listed buildings in Newbury. Until 1776-78, the northern extension of Andover Road (as it is now called) went through Derby Road and Argyle Road, on which dates the present northern extension of Andover Road was constructed so as to bypass the City.

The origin of the name "The City" has not been established. It appears on political posters from the early 19th century.

The buildings with the oldest identified date in Argyle Road, Bartholomew Manor and its neighbours, private dwellings, have been dated to 1436. They are also the oldest buildings with identified date in Newbury. The Litten Chapel, listed Grade II* and a scheduled monument, was the chapel to St Bartholomew's Hospital. It is probably of medieval origin with late 15th century or early 16th century alterations.

Argyle Road includes two ranges of almshouses constructed in the 17th century, St Bartholomew's Hospital (Nos 1-27, Grade II*), and St. Hilda, St. Monica, St. Joan and St. Faith (Nos 12-26).

Bartholomew Close, now converted to flats, is dated before 1768. Lower Raymonds Almshouses in Newtown Road are dated to 1796. 19th century buildings in the City include Upper Raymonds Almshouses fronting Derby Road (1826), the Litten in Argyle Road (1849), and the Wellington Arms, 4 Andover Road.

A terrace of eight cottages in the south side of Pound Street (Nos 13A to 27), dated before 1837, and the adjoining 33 Pound Street, dated before 1833, can be included in the City architectural complex. No 33 is now Newbury's Islamic Centre.

Unless Grade II*, all the foregoing buildings are listed Grade II. The buildings in Hampton Road, unlisted, are all 19th century.

St. Hilda, St. Monica, St. Joan and St. Faith's almshouses were converted or restored by Dr Walter Essex Wynter in the 1920's in order to provide accommodation for retired Middlesex Hospital nurses. He built further almshouses at 30-40 Argyle Road in a style designed to be compatible with the older buildings, and these are locally listed. He also remodelled Bartholomew Manor, where he resided.

Significant Evidence

The City is largely the area occupied by the medieval St Bartholomew's Hospital, which was dissolved in the 16th century but survives as St Bartholomew's Almshouses and the Litten chapel, and in the name St Bartholomew's School. It was established as a Conservation Area in 1971.

Bartholomew Manor and the neighbouring 4 and 6 Argyle Road, originally one building, were dated to 1436 by dendrochronology in 2016, at the initiative of Newbury Town Council.

In its listing particulars, the Litten Chapel is dated to early 16th century. However, its role as the chapel to St Bartholomew's hospital and its flint wall suggest an earlier date. It has an impressive roof structure, with carved and moulded trusses, of uncertain date. It was shortened in about 1825 in order to widen Newtown Road, and is attached to The Litten (below).

St. Hilda, St. Monica, St. Joan and St. Faith comprise 8 almshouses. They are marked with the date 1670 and the initials of the donor, Philip Jemmet. They were remodelled in 1929. Reputedly, they are based on 1550 farm buildings of John Winchcombe II.

St Bartholomew's Hospital comprises 14 almshouses and is dated 1698 on its clock tower, part of its impressive gateway. It is based on a hospital founded c. 1200 and granted the right to hold a fair by King John in 1215.

Bartholomew Close is dated to before 1768 in its listing particulars. Lower Raymonds Almshouses comprises 12 almshouses, dated to 1796 by a date on its facade.

Upper Raymonds Almshouses comprise 10 almshouses, marked with the date 1826. Although facing Derby Road, their official address is 1-10 Newtown Road. The Litten was constructed to accommodate St Bartholomew's Grammar School on its refoundation in 1849, until the school's relocation to permanent premises in Enborne Road in 1885. The Wellington Arms is described in its listing particulars as "early 19th century", and although historically a public house, is now divided into two private dwellings.

The Red House, 12 Hampton Road, has been converted from a public house to a private dwelling. The former Wesleyan Chapel, 10 Hampton Road, is now an arts centre.

Between Argyle Road and Newtown Road is a modern development, Feltre Place. The City originally extended south to the former district hospital site (Carnarvon Place). These, a terrace of four 1970's almshouses in Derby Road, and the Fairclose Day Centre, comprise the only relatively recent developments in the City.

Design Principles

The historical and architectural character of the City, unique to Newbury and reaching back to the 15th century or earlier, should be strictly respected in any proposal for new developments or extensions.

This historical character includes the garden amenity space of the Essex Wynter nurses homes, both historic and recent, which should accordingly be protected.

Feltre Place contains in its public area a fine mature plane tree, which provides a landmark for views of that part of Newbury. It is currently unregistered, and this omission should be rectified. Any developments should not put it at risk.

Anthony Pick

4th January 2024

Wash Common Character Area

Summary

The Wash Common character area is bounded on the north by Essex Street and the roads leading off it, on the south by woodland, on the west by Enborne Street, and on the east by roads leading off Andover Road. Originally common land, it was enclosed in 1855 under the 1845 General Enclosure Act. The first usage of its southern part was as the estates of large houses, notably Battledene, built 1881-91 and demolished on redevelopment, and to its west Bell Holt House and Pine Holt House, which still exist.

In the 1960's, permissions began to be given for the redevelopment of the area, and in the period from 1966 until the end of the 1970's, it was divided into 32 roads with over 700 dwellings, classified as follows:

- 50% detached, scattered over the whole area, but predominantly in the southern part;
- 37% terraced, predominantly in the northern and western parts;
- 8% flats, in three buildings in the northern part
- 5% semi-detached.

No buildings are higher than two storeys. They are almost all of brick and pitched tile roofs. In the southern and central parts, they are of Berkshire brick. This factor and the short period that the redevelopment took place has led to an overall consistency of appearance which is the area's most evident characteristic. Consistent with this, the redevelopment has permitted a variety of architectural styles in the longer roads (Meyrick Drive, Glendale Avenue, Normay Rise, Conifer Crest).

Whilst all the detached houses have dedicated parking spaces, street parking spaces are not adequate for the terraced houses and the 90 houses which are located in the six roads named “Walks”, not accessible by car. Some garage capacity is supplied, but small and quite insufficient.

North of the housing development are the Blossom’s field play area, the Wash Common allotments, the Wash Common recreation ground, the Wash Common Community Centre and Library, which serve all the local residents. There are three vehicle accesses from Enborne Street and one from Andover Road. Pedestrian access exists to the public open spaces and hence northward.

The Bronze Age barrows in the Wash Common recreation ground and some tree preservation orders in the southern part are the only listed heritage assets. The whole area is listed as within the site of the First Battle of Newbury (1644).

Design Principles

The overall built form and materials used in properties on the site should be preserved in any redevelopment or extensions, to reflect the neighbouring properties and conserve the characteristic local style.

The public open spaces and community facilities should be strictly protected against redevelopment.

The present spacious green ambience should be maintained. To preserve it, especially along the wider roads, corner plots should be protected against redevelopment.

In any redevelopment, attention should be paid to the inadequate parking currently available to the higher density housing, with a view to its improvement in quality and quantity. The banks or garages which have been constructed at various points can be expected to continue to deteriorate and become subject to redevelopment, carried out in the light of these design principles.

Mature trees, whether subject to a protection order or not, are left over from the redevelopment of the site, and subject to necessary pruning should be protected from damage.

Principal Sources

West Berkshire Council's Online Map, and R.B. Tubb's *Newbury Road by Road* (2011).

Personal observation.

Anthony Pick

4th January 2024

Westfields Character Area

Summary

Westfields character area consists of the roads south of the canal and west of Kennet Road, stretching south to Enborne Road and west to include the edge of settlement at Sunderland Gardens. It comprises of the following key roads; Craven Road, Rockingham Road, Enborne Road and the adjoining roads off of them. It also sits along the western edge of the town centre conservation area.

Craven Road connects this area to Bartholomew St and the town centre, it characterised by two and three storey terraced and semi-detached houses. Worth noting is the junction with Rockingham Road, where No. 1 Rockingham Road includes an expressed two-storey corner bay window that forms a “turret” to address the corner plot location.

Grade II listed 29 and 31, Craven Road. Mid-19th century pair of houses on a corner site. Grade II listed 26-32 Craven Road. Mid-19th century pair of villas, comprising of two-and-a-half storeys with two windows each, slated roofs with cresting and gabled fronts with bargeboards and finials.

A narrow gunnel, located perpendicular to Craven Road, connects to Gloucester Road and Russell Road.

Enborne Road joins onto the Pound Street and the date of its origin is therefore also uncertain. Most of the land on either side was enclosed fields in the second half of the 19th century. The area is now covered with 19th and 20th century housing predominantly semi-detached. Although these properties are generally smaller than those in the southern suburbs, trees and gardens are still noticeable features. Enborne Road includes Coxedd And Pearces Almshouses, 35 - 41 Enborne Road.

The Grade II listed Rockingham Road railway bridge is a slightly skew segmental arch road overbridge, spanning a cutting and erected in 1845-47. It is the only example to this design of a Brunel single-span segmental arched bridge with raking abutments.

The Grade II listed former St Nicholas School on the corner of Enborne Road and Rockingham Road, designed in 1859 by Butterfield, is two large blocks linked by a tower at the corner, with two storeys and an attic. Tiled roofs with coped gables and red, patterned brickwork, traceried windows with gabled dormers.

The area east of Buckingham Road was developed in the 19th century and included the site of the former St Nicholas School and a set of almshouses erected in 1885. Blocks of flats have been erected close to these in recent years, one using the winged shape typical of almshouse blocks elsewhere in the town. Opposite the St Nicholas school site is the Pentecostal church centre, the core of which dates to the 19th century and is in a similar style.

Significant Evidence

Most of this area was enclosed fields in the late 19th century, although development had begun on Russell Rd and Gloucester Road. Between the railway line and the Kennet and Avon Canal is a large area of 19th and 20th century housing. These houses are generally smaller than those to the south of the town and were intended originally for less affluent households. They consist of a mixture of terraces and semi-detached properties. These houses are generally constructed in the local orange-red brick, slate roofs and often with cream brick or stone detailing around door and window openings.

Neither Rockingham Road or St Michael's Road existed by 1768, although Willis' map of that date suggests a road did exist from the river towards Bartholomew Street on a different alignment from the modern road network. The 1849 Enclosure Map shows Rockingham Road, but St Michael's Road does not appear on maps until the 1930s. Away from the rear plots of the Bartholomew Street mediaeval development, the area was undeveloped prior to the 19th century. The area to the rear of Bartholomew Street was used in the 19th century for the Phoenix Brewery and other industries, but by the 1930s a change to housing was underway. East of Rockingham Road and extending either side of the railway line is now an area of mainly 20th century housing.

Outside the former St Nicholas School, on Enborne Road, is located the memorial to the Newbury Protestant Martyrs. A headstone placed at the back of the footpath commemorates their death on 16 July 1556.

A section of The Lambourn Valley Railway previously bisected the western end of Westfields, at the end of Green Lane. The railway from Newbury to Lambourn which began in 1898 until finally ceasing operation in 1973 when it was dismantled has had houses built over it through this area.

Design Principles

The historical and architectural character of Westfields reaching back to its historic Victorian core of buildings should be respected in any proposal for new developments or extensions and reflect the density of dwellings per hectare of town centre development in this area.

The historical character includes the open amenity space of St George's Avenue which should be protected. Special consideration to the boundary with the Kennet & Avon Canal enhancement of which should be taken into consideration when developing alongside it.

Ian Blake

06 January 2023