

08/02/2022.

To: Councillors Phil Barnett, Jeff Beck, Jo Day, Billy Drummond, Nigel Foot, Roger Hunneman, Pam Lusby Taylor, David Marsh, Vaughan Miller, Andy Moore, Gary Norman, and Tony Vickers

Substitutes: Councillors Martin Colston, Jon Gage, and Stephen Masters

Dear Councillor,

You are summoned to attend a meeting of the **Planning & Highways Committee** on **Monday 14/02/2022 at 7:30 pm**. The meeting will be held in the Council Chamber, Town Hall, Market Place, Newbury, RG14 5AA. The meeting is open to the press and public.

Yours sincerely,

Darius Zarazel
Democratic Services Officer

1. Apologies

Democratic Services Officer

2. Declarations of Interest and Dispensations

Chairperson

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

3. Minutes (Appendix 1)

Chairperson

3.1 To approve the minutes of a meeting of the Planning & Highways Committee held on Monday 24/01/2022 (already circulated).

3.2 To receive a report on actions from the previous meeting.

4. Questions and Petitions from Members of the Public

Chairperson

Questions, in writing, must be with the DSO by 2:00 pm on Friday 11/02/2022.

5. Members' Questions and Petitions

Chairperson

Questions, in writing, must be with the DSO by 2:00 pm on Friday 11/02/2022.

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- 6. Schedule of Planning Applications (Appendix 2)**
Chairperson
To comment on the planning applications listed at the attached schedule.
- 7. Schedule of Licensing Applications (Appendix 3)**
Chairperson
To comment on the licensing applications listed at the attached schedule.
- 8. Replacing Soft Verges with a Pebble Dashed Surfaces (Appendix 4)**
Chairperson
To resolve to recommend to WBC soft verge locations within the Turnpike Estate to be converted into pebble dashed surfaces.
- 9. Consultation: WBC Proposed Highway Alterations on Andover Road (Appendix 5)**
Chairperson
To comment on the consultation.
- 10. Consultation: WBC Permit Scheme Variation Consultation (Appendix 6)**
Chairperson
To comment on the consultation.
- 11. Update on Newbury's Neighbourhood Development Plan (Appendix 7)**
Chairperson
To receive an update on Newbury's Neighbourhood Development Plan.
- 12. Update from the Sandleford Joint Working Group**
Chairperson
To receive an update on any relevant business from the Joint Working Group.
- 13. Update from The Western Area Planning Committee**
Chairperson
To receive an update on any relevant business from the Western Area Planning Committee.
- 14. Newbury Community Football Ground**
Chairperson
To receive an update.
- 15. Forward Work Programme for Planning & Highways Committee (Appendix 8)**
Chairperson
To note and agree any other items that Members resolve to add to the Forward Work Programme.

**Minutes of a meeting of the Planning and Highways Committee
held in the Council Chamber, Newbury Town Council, Town Hall, Market Place,
Newbury
24/01/2022 at 7:30pm/19:30.**

Present

Councillors; Nigel Foot (Chairperson); Gary Norman (Deputy-Chairperson); Phil Barnett; Jo Day; Roger Hunneman; Pam Lusby Taylor; David Marsh; Vaughan Miller; Andy Moore; and Tony Vickers

In Attendance

Darius Zarazel, Democratic Services Officer

149. Apologies

Apologies received from Councillors Billy Drummond and Jeff Beck.

150. Declarations of Interest and Dispensations

The Democratic Services Officer declared that Councillors Phil Barnett, David Marsh, Andy Moore, and Tony Vickers are also Members of West Berkshire Council, which is declared as a general interest on their behalf and a dispensation is in place to allow them to partake in discussions relating to West Berkshire Council business. Councillors Phil Barnett and Tony Vickers are also Members of Greenham Parish Council.

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

151. Minutes

151.1 Proposed: Councillor Andy Moore

Seconded: Councillor Roger Hunneman

Resolved: That the minutes of the meeting of the Planning & Highways Committee held on 05/01/2022, be approved, and signed by the Chairperson.

151.2 Officer's Report on Action from Previous Meeting:

On the Letter sent to WBC through the NTC CEO, requesting a pause to the Sports Hub project, as per the resolution, the CEO of NTC sent the resolved letter to the WBC Director of Place. However, this could not be sent "through the leader of the council" as no individual member of the Council has executive powers. No response has yet been received.

The DSO to follow-up on Councillor Phil Barnett's members question about pebble dashing the soft verges in Clay Hill.

152. Questions and Petitions from Members of the Public

There were none.

153. Members' Questions and Petitions

Question received from Stuart Gourley:

"Numerous residents have been in contact with me to highlight the pollution (photos attached), allegedly coming from the new London Rd Lidl development, that has been allowed to enter the waterway adjacent to the Lidl Development, running across the Newbury Business Park. This waterway flows into the River Lambourn, a SSSI, and then on into the River Kennet, and it should be assured that these, and all waterways, are protected from pollutants entering them, especially as part of planning processes, and building developments.

Would the chair agree to write to West Berks Council Planning Team and Environment Agency to highlight these issues, and seek assurances that the Planning team and/or the Environment Agency are investigating and taking enforcement action where needed?"

Response from the Chairperson:

"Thank you for the question. If this pollution of the waterway is occurring as a result of the Lidl development, this is of course a serious concern. I will request that the Council write to the WBC as the Lead Local Flood Authority to bring this issue to their attention and request enforcement action be taken, if appropriate. I will also ask if cases such as these are investigated and if it is found that pollution is occurring, and that enforcement action is taken."

Question received from Phil Barnett:

"Parking in local roads around school sites at the start and finish of the school day is becoming a major problem for local residents. Therefore, can this

Planning and Highways committee of Newbury Town Council ask West Berks Council what actions are taking place to reduce car usage to transport Pupils to and from schools "

Response from the Chairperson:

“Thank you for this question. As parking during the school run can be difficult, and given that a key part of the Newbury Town Council strategy is that we will “Use our role as statutory consultee for Planning to: ... Encourage a modal shift in transport by prioritising walking, cycling and public transport.” (Point G.12.b), I will request that the Council writes to WBC to ask about how they are planning to reduce the usage of cars, especially in regard to the school run.”

154. Schedule of Planning Applications

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

155. Schedule of Prior Approval Applications

Resolved that the observations recorded as Appendix 2 to these minutes be submitted to the planning authority.

156. Presentation: Licensing Information

The Committee received a presentation from WBC Officers on Licensing information. Key information included:

- There are 4 Licensing objectives: The prevention of crime and disorder, public safety, the prevention of public nuisance, the protection of children from harm.
- All representations need to be made in reference to these 4 objectives.
- If no representations are made within the consultation timeframe, the License is approved.
- A License can be reviewed at any time if a request is put into the Licensing Authority.

The Committee thanked the WBC Officers for their presentation.

157. Schedule of Licensing Applications

Resolved that the observations recorded as Appendix 3 to these minutes be submitted to the licencing authority.

158. Update on Newbury's Neighbourhood Development Plan

An update on Newbury's Neighbourhood Development Plan was received and noted by members.

Proposed: Councillor Nigel Foot

Seconded: Councillor Jo Day

Resolved: That the amended NDP Steering Group Terms of Reference, appended to these minutes as Appendix 4, be approved.

159. Update from the Sandleford Joint Working Group

An update from the SJWG was received and noted by members.

WBC are hosting a meeting with all parties to the appeal before the decision by the Secretary of State is published.

160. Update from The Western Area Planning Committee

An update from the WAP Committee was received and noted by members.

The WAP held on the 12th of January heard the "Land adjacent to 11 Pond Close, Wash Common - [21/01911/FULD](#)". The appeal against refusal of planning permission was rejected by the Committee.

161. Newbury Community Football Ground

An update on the NCFG was received and noted by members.

The WBC Overview and Scrutiny Management Committee will review the Sports Hub application on the 25th of January.

162. Forward Work Programme for Planning & Highways Committee

No further items were added to the Forward Work Programme.

There being no other business, the Chairperson declared the meeting closed at 21:56 hrs.

Signed: _____
Chairperson

Date: _____

**Planning and Highways Committee Meeting
Schedule of Planning Applications
24/01/2021**

Running Order	Resolutions	Ward	Application Number	Location and Applicant	Proposal
1.	No objection.	Adjacent Parish & Wash Common	21/03194/OUTMAJ	Land East of Newbury College, Monks Lane, Newbury, RG14 7TD, for NCI Ltd	Hybrid planning application seeking: 1) Full planning permission for a food store with a floor area of 1800 sq. m (Use Class E(a)) together with drainage, parking and associated access, infrastructure, and landscaping. 2) Outline planning permission (matters to be considered: access) for up to 85 residential units (Use Class C3), high capacity Electric Vehicle (EV) charging area, residential care home (Use Class C2) containing up to 70 beds, and a hospice (Use Class C2), together with open space, play space, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works.

2.	Objection due to it being overbearing and causing loss of light to neighbour.	Clay Hill	22/00020/HOUSE	452 London Road, Benham Hill, Thatcham, RG18 3AB, for Mr C. Davies	2 storey rear extension following demolition of existing single storey extension.
3.	Objection due to the overbearing of the neighbours causing privacy concerns and the noise caused by the metal staircase.	Clay Hill	21/03132/HOUSE	14 Lime Close, Newbury, RG14 2PW, for Mr P. Kuzdak	Retention of existing metal staircase to side gable end wall and addition of proposed privacy screen.
4.	No objection.	East Fields	21/03208/FUL	Avon House, Horizon West, Canal View Road, Newbury, RG14 5XF, for Vodafone	Installation of 4 No. wall mounted condenser units to north elevation. Temporary relocation of 3 No. existing wall mounted condensing units to north elevation to then be later removed on installation of new condensers.
5.	No objection.	East Fields	21/03068/HOUSE	21 Greenlands Road, Newbury, RG14 7JS, for A. Chetwyn	Single Storey Side Extension for Orangery.
6.	No objection.	Speenhamland	21/03120/HOUSE	Hornbeam House, Speen Lane, Newbury, RG14 1RW, for Mr & Mrs Weddell	Proposed, partial demolition, extension and alterations to existing House.
7.	No objection.	Wash Common	21/03147/HOUSE	Plana, Falkland Drive, Newbury, RG14 6JQ, for Mr Bence	Formation of habitable room in roofspace with side facing velux rooflights.

8.	No objection.	Wash Common	21/03163/HOUSE	19 Charles Street, Newbury, RG14 6QP, for S. Hawkins	Formation of new extension with some two story element and some first floor element over existing catslide roof, along with associated internal alterations. Enlarged window to North west elevation, infill of existing store room doors to North East Elevation.
9.	No objection.	Wash Common	21/03128/FUL	Commercial House, 53B Kingsbridge Road, Newbury, RG14 6DY, for Absolute Architecture	Proposed cladding to north and west elevations, amendments to windows and doors on north and west elevations, proposed gate.
10.	We support this application.	Wash Common	21/02932/HOUSE	159 Andover Road, Newbury, RG14 6NB, for Mr & Mrs Lythgoe	Creation of new vehicle access and parking area.
11.	No objection.	Wash Common	21/03204/HOUSE	2 The Brambles, Andover Road, Newbury, RG14 6JJ, for Mr R. Braidley & Mrs. Lucy	Part first floor extension, conversion of garage, altered and replacement windows and doors and associated works.
12.	Objection due to overshadowing of neighbour caused by the rear extension.	Wash Common	21/03227/HOUSE	2 Croft Road, Newbury, RG14 7AL, for Mr & Mrs Hayward	Conversion of garage, single storey extension at rear and first floor over garage.
13.	No objection.	West Fields	21/03164/LBC2	16 Bartholomew Street, Newbury, RG14 5LL, for Beesleys Outfitters	Internal alterations to create an open plan Ground Floor Restaurant.

14.	Objection based on highways and the overshadowing of neighbours	West Fields	21/03199/HOUSE	24 Rectory Close, Newbury, RG14 6DD, for Mr & Mrs Cartwright	First floor extension to create additional master bedroom with internal alterations.
15.	We support this application.	West Fields	21/03267/FUL & 21/03268/LBC2	39 Cheap Street, Newbury, RG14 5BS, for Royal Mail Group	External and Internal works to reconfigure the site including closing up access and increase of parking.

**Planning and Highways Committee Meeting
Schedule of Applications for Prior Approval
24/01/2022**

Running Order	Resolution	Ward	Application Number	Location and Applicant	Proposal
1.	Would like to see this brought forward as a full planning application.	Adjacent Parish	21/03177/PACOU	Woodside Farm Barn, Wash Water, Enborne Street, Newbury, RG14 6RN, for Mr J. Campbell	An application to determine if prior approval is required for a proposed: Change of Use of Agricultural Buildings to 1 Dwellinghouse (Class C3), and for building operations reasonably necessary for the conversion. The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class Q.

**Planning and Highways Committee Meeting
Schedule of Licensing Applications
24/01/2022**

Resolutions	Licence	Applicant(S)	Premises
No objection.	Licensing Act 2003 (Premises Licences & Club Premises Certificates) Regulations 2005 Premises Licence – New Ref: 22/00027/LQN	Applicant: Stoplight Bakery Ltd	Location: The Bakers Jazz Bar, 21 Northbrook Street, Newbury, RG14 1DJ Proposal: Live Music Monday to Saturday 12:00 – 23:00 and Sunday 12:00 – 21:00. Recorded Music Monday to Saturday 07:00 – 23:00 and Sunday 07:00 – 21:00 Supply of Alcohol (on sales only) Monday to Saturday 11:00 – 23:00 and Sunday 11:00 – 21:00

**Newbury's Neighbourhood Development Plan Steering Group
Terms of Reference**

Name: NEWBURY'S NEIGHBOURHOOD DEVELOPMENT PLAN
STEERING GROUP (Newbury's NDP SG)

Governance: The Planning and Highways Committee (P&H) of Newbury Town Council (NTC) will set up Newbury's Neighbourhood Development Plan (NDP) Steering Group (SG). P&H will also determine when the Steering group may be discontinued.

Purpose: To deliver a draft neighbourhood Development Plan for consideration by P&H

Members: 6 Councillors, to be appointed by P&H

6 Members of the Public, to be invited by NTC

The SG membership will be a cross-section of the Newbury community and will include 6 Newbury Town Councillors and 6 volunteers from the Newbury community.

The SG may recruit additional members if considered necessary.

If a member of the SG fails to attend 3 consecutive meetings without sending prior apologies, the member will be deemed to have resigned from the SG, unless otherwise agreed by the SG. Any member may resign from the SG provided they give written notice of their resignation to the Chairperson.

Steering Group Roles:

Chairperson and Deputy-Chairperson –

The Chairperson and Deputy-Chairperson can be any member of the Steering Group, elected to the position by the Steering Group.

The Chairperson's principal duties are to oversee the smooth running of meetings.

Should the Chairperson be unable to attend any meeting of the SG, the Deputy-Chairperson will chair the meeting.

The Chairperson will:

- Be consulted by the project manager on any reports coming from the SG.
- undertake their duties in a transparent and fair manner, ensuring that all views can be expressed at SG meetings
- ensure that these Terms of Reference are met

Secretary – Responsible for the production of minutes and agendas for the SG and TSGs and maintaining the register of members attendance.

Project Manager – Responsible for the day-to-day operations of the SG, filling out the project timeline/plan, and ensuring that the NDP keeps to this plan. They will be responsible for the production of updates and reports that will be presented to the Planning & Highways Committee, as well as NTC's Full Council meetings. These reports will detail the progress being made and how risks and hurdles are being managed.

Quorum:

6 of the official group membership, including at least 3 Councillors and 3 non-Councillors.

Goals:

To oversee the process whereby the Newbury NDP is drafted and consulted upon.

The draft NDP prepared by the SG will be considered by the P&H Committee, then go for approval from the full Council of NTC, before being submitted to a referendum.

The SG will aim to ensure that the NDP represents the views of the Newbury community, whilst complying with the Regulations in the National Planning Policy Framework and the Local Planning Authorities (Emerging) Local Plan.

Tasks and Deliverables:

The SG will:

- deliver the overall scope and objectives of the NDP as agreed by P&H
- oversee all stages of the NDP's production
- manage the process of preparing and monitoring the draft plan
- consult the Newbury community to as great an extent as possible, seeking contributions from all demographics and communities
- communicate with the Local Planning Authority (West Berkshire Council) in the manner detailed in the Service Level Agreement
- communicate and engage with key stakeholders to seek to negotiate policies and outcomes that are fit for purpose and are best representative of the Newbury community
- oversee the consultation process
- form Topic Sub-Groups (TSGs) whose purpose is to make progress on individual policies, as determined by the SG
- oversee and agree the scope, quality, and coverage of the evidence prepared by each TSG, and make recommendations or amendments to these TSG as appropriate
- Present the draft Plan for consideration by the Council's P&H committee (P&H will review the draft plan and make any recommendations to Full Council that the committee considers appropriate. The draft plan must be approved by Newbury Town Council before going to referendum).

The TSGs will:

- elect a Chairperson and Deputy-Chairperson at their first meeting,
- manage the process of preparing and collecting planning evidence in support of the topic,
- consult with the Newbury community to as great an extent as possible, seeking contributions from all relevant demographics and communities when identifying problems and considering options,
- regularly report back to the SG about their progress and accept recommendations about the TSGs direction and rate of progress

Declaration of Interests:

All members of the SG will agree to declare any pecuniary, non-pecuniary, or personal interests that may be perceived as being relevant to any decision of the SG

- 'interests' include public issues that individuals have championed in the past, work or social commitments to a group or issue, ownership of land or

a business that is connected with the NDP, or any other matter that might be considered relevant

- Such interests shall be recorded and made publicly available.

Conduct:

All members of the SG and all TSGs will agree to the following:

- that members will seek to put the interest of the Newbury Community before their own,
- that members will fairly represent all sectors of the Newbury community,
- agree to be bound by the Seven Principles of Public Life (the 'Nolan Principles'),
 - o These are: Selflessness, Integrity, Objectivity, Accountability, Openness, Honesty, and Leadership.
- that members will register their apologies and an explanation as to their non-attendance of any scheduled meetings wherever possible,
- that members will participate fully, constructively, and complete any agreed tasks between meetings,
- that members will maintain the good reputation of the Newbury NDP, SG, and NTC,
- that members will treat all staff and other members respectfully,
- that members will not communicate with the press or via social media about the NDP in their role as members of the SG without prior agreement of the Chairperson of the SG and the NTC CEO.
- that the secretary of the SG and TSGs will also produce agendas (with associated papers) 5 days before the meeting and minutes of their meetings in accordance with NTC's administrative guidelines and the Standing Orders. These will be circulated to all members of the SG and TSG and copied to the Town Council.
- And that members will read the papers and being prepared for meetings

Resources and Budget:

Uses NTC meeting rooms, administration resources, and Officer time as approved by the P&H Committee.

The NDP SG has authority to expend any budget allocated to it by P&H. Such expenditure will be carried out in accordance with NTC Financial regulations.

NTC will administer all funding and payments according to its financial regulations.

Finance:

All grants and funding will be applied for and held by the NTC. These funds are earmarked for NDP related expenditure only.

SG Governance:

Proposals by members are decided through majority vote, with the Chairperson issuing a casting vote if necessary.

Dissolving the Steering Group:

Upon the conclusion of the NDP, and the NDPs assent into planning law via a public referendum, NTC and the SG should discuss any future workings of the SG.

NTC reserves the right to dissolve the SG by a resolution of P&H.

Additional Notes:

The group will meet as required to efficiently and effectively progress its work.

The WG and TSGs may meet in person, virtually, or via a combination of the two.

Any changes required to this ToR must be approved by the P&H Committee.

24/01/2022

**Planning and Highways Committee Meeting
Schedule of Planning Applications
14/02/2022**

Running Order	Resolutions	Ward	Application Number	Location and Applicant	Proposal
1.		Adjacent Parish and Wash Common	21/02173/COMIND	Newbury Rugby Football Club, Monks Lane, Newbury, RG14 7RW, for Alliance Leisure Services	<p>The proposed development is for a single storey sports pavilion building and car park providing facilities and social space to support a proposed artificial turf pitch, F2(C). The proposed artificial turf pitch forms part of this application and includes fencing, storage, spectator seating and artificial lighting. The building will provide approximately 400m² of internal floor space of use class F2(B).</p> <p style="text-align: center;">Amended:</p> <p>Additional drawings/amended plans for the above application have been received by WBC. The main changes to the application include:</p> <ul style="list-style-type: none"> - Clarification provided to the Noise Impact Assessment and Transport Statement outlining and ensuring an

					<p>assessment of the facility's ability to accommodate the FA's Step 4 grading.</p> <ul style="list-style-type: none"> - An amended Noise Impact Assessment and amended Transport Statement submitted - Additional information submitted to address recommended conditions: <ul style="list-style-type: none"> - BREEAM Pre-Assessment Report - A WBC Supplementary Statement (benefits and BREEAM) has been submitted - Diverted SW Sewer plan and photographs submitted - Construction Method Statement - Drainage General Arrangement Plan - Drainage Construction Details <p>Previous NTC Comments: <u>Comment submitted on 15/09/2021</u> Objection based on: 1) Failure to give adequate information about: noise pollution, light pollution, its impact on trees, transport (including active travel), impact on parking, and the facilities scalability (to higher 'steps') over time.</p>
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					<p>2) It is not a like-for-like replacement of the Faraday Road site: this proposed site is limited to Step 4, Faraday Road has the potential to go to Step 2.</p> <p>3) The sports hub is unambitious on BREAM rating.</p> <p>4) There are factual inaccuracies in the planning documents. For example, the site is within the Newbury Settlement boundary but is not described as such (on page 6 of the Design and Access statement).</p> <p>CLlr Jeff Beck abstained.</p> <p><u>Comment submitted on 17/11/2021</u> Objection in line with previous NTC objection. However, on point 1, the Council remained concerned about noise pollution, light pollution, impact on trees, parking, and the facilities scalability (to higher 'steps') over time despite the amended documents. In addition, we object based on:</p>
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					<p>- The proposed parking at Newbury College is undesirable and the number of spaces available are still inadequate.</p> <p>- It doesn't meet NTC strategy aims of being within short walking distance from the Town Centre, meaning that town businesses are unlikely to benefit from increased football, and the site footprint is small, limiting the site to Step 4 and thus removing aspirations for senior teams to progress.</p> <p>- Would like to see plans for the development of Faraday Road considered alongside this proposed replacement site.</p> <p>Clr Tony Vickers, Phil Barnett, and Jeff Beck abstained.</p>
2.		Clay Hill	22/00028/HOUSE	29 Wyndham Road, Newbury, RG14 2NJ, for Mr & Mrs Davies	Two single storey rear and side extensions.
3.		Clay Hill	22/00147/HOUSE	65 Shaw Road, Newbury, RG14 1HG, for Mr J. Watts	Proposed removal of the existing single storey flat roof on rear extension and replace with a natural slate roof incorporating two conservation roof windows. Minor internal alterations to

					ground floor shower room and insertion of first floor bathroom window.
4.		Clay Hill	22/00204/COMIND	London Road Retail Park, London Road, Newbury, RG14 2BP, for London Road Limited	Section 73: Variation of Condition 8 (Customer Opening Hours) of previously approved application 20/01498/COMIND : Demolition of former public house (Class A4) and existing retail unit (Class E); erection of single storey building for use as a foodstore (Class E), together with associated access and servicing arrangements; reconfigured car park layout; enhanced landscaping; including a new pocket park adjacent the London Road, and associated works.
5.		Clay Hill	22/00269/LBC2	65 Shaw Road, Newbury, RG14 1HG, for Mr J. Watts	Removal of single storey flat roof on rear extension and replace with a natural slate roof incorporating two conservation roof windows. Minor internal alterations to ground floor shower room and insertion of first floor bathroom window.
6.		East Fields	22/00121/HOUSE	119 Boundary Road, Newbury, RG14 7NT, for Mr Silva	Single Storey Rear Extension and Loft conversion with Rear Dormer.
7.		East Fields	22/00196/FUL	Audrey Needham House, 29 Victoria Grove, Newbury, RG14 7RB, for John Rowan and Partners	A new lift shaft extension is being proposed to be installed on to the right flank elevation of the building to provide residents with a secondary lift. As the lift intends to serve all floors, the lift shaft will

					also extend upwards and will connect to existing communal landings and top floor plant room with these being slightly extended. This plant room will be altered internally to accommodate to the proposed lift.
8.		Speenhamland	22/00051/HOUSE	1 Chestnut Crescent, Newbury, RG14 1LG, for G. Austin and S. Davies	Demolish existing out house/utility. Construct new single storey rear extension.
9.		Wash Common	22/00029/HOUSE	4 Chiltern Close, Newbury, RG14 6SZ, for Mr & Mrs Hipsey	Proposed single storey utility room extension.
10.		Wash Common	21/03196/HOUSE	48 Wendan Road, Newbury RG14 7AF, for Mr & Mrs Harvey	Single and Two Storey Front Extensions.
11.		Wash Common	22/00070/FUL	61 and 63 Kingsbridge Road, Newbury, RG14 6DY, for Mrs Creteur and Young	Single storey rear extensions to no.'s 61 and 63 Kingsbridge Road, Newbury.
12.		Wash Common	22/00086/FULD	Newbury House, 237 and 235 Andover Road, Newbury, RG14 6NG, for Sovereign Housing Ltd	Demolition of existing 2 bedroom bungalow (no. 235 Andover Road) along with existing garage, and erection of 4no. four-bedroom dwellings, external alterations to Newbury House, new vehicular access from Dormer Close, and, associated landscaping.
13.		Wash Common	22/00083/HOUSE	103 Newtown Road, Newbury, RG14 7EA, for Mr R. Alex	Demolish existing rear conservatory and ground floor rear extension.

14.		Wash Common	22/00179/HOUSE	1 Moreton Mews, Andover Road, Newbury, RG14 6BT, for Mr S. Hill	Change of use (garage to Accommodation) and provision of an additional parking space.
15.		Wash Common	22/00247/HOUSE	11 Elizabeth Avenue, Newbury, RG14 6HA, for Mr & Mrs Jezzard	Two Storey Side Extension and Single Storey Rear Extension.
16.		Wash Common	22/00209/HOUSE	8 Bruan Road, Newbury, RG14 7AU, for Mr & Mrs Brooks	Proposed conversion of roofspace, with flat roof dormer and new gable to rear hipped roof. Proposed single storey front extension to form kitchen and dining room. Proposed single storey side extension to create new entrance following demolition of existing garage store.
17.		West Fields	22/00084/FULD & 22/00085/LBC2	6 Cheap Street, Newbury, RG14 5DD, for Feltham Construction Ltd	Change of use of existing building in office use to 8 No. 1 bed student bedsits with associated shared amenity space.
18.		West Fields	21/02242/HOUSE	40 Gloucester Road, Newbury, RG14 5JR, for Mr P. Weaving	Two Velux windows to serve loft conversion.
19.		West Fields	22/00231/HOUSE	84 Craven Road, Newbury, RG14 5NP, for Mr & Mrs Cox	Demolish existing rear conservatory. Erect single storey rear and side wrap-around extension. Convert the existing loft space extending the roof with rear hip to gable roof extension.

**Planning and Highways Committee Meeting
Schedule of Licensing Applications
14/02/2022**

Resolutions	Licence	Applicant(S)	Premises
	Licensing Act 2003 (Premises Licences & Club Premises Certificates) Regulations 2005 Premises Licence – New Ref: 22/00088/LQN	Applicant: Lumber Distillers Limited	Location: 29 Parkway Shopping Centre, Middle Street, Newbury, RG14 1AY Proposal: Supply of alcohol (on and off sales) Sunday to Wednesday 09:00 – 22:30, Thursday to Saturday 09:00 – 23:30 Late Night Refreshment Thursday to Saturday 23:00 – 23:30

Replacing Soft Verges with a Pebble Dashed Surfaces (Appendix 4)

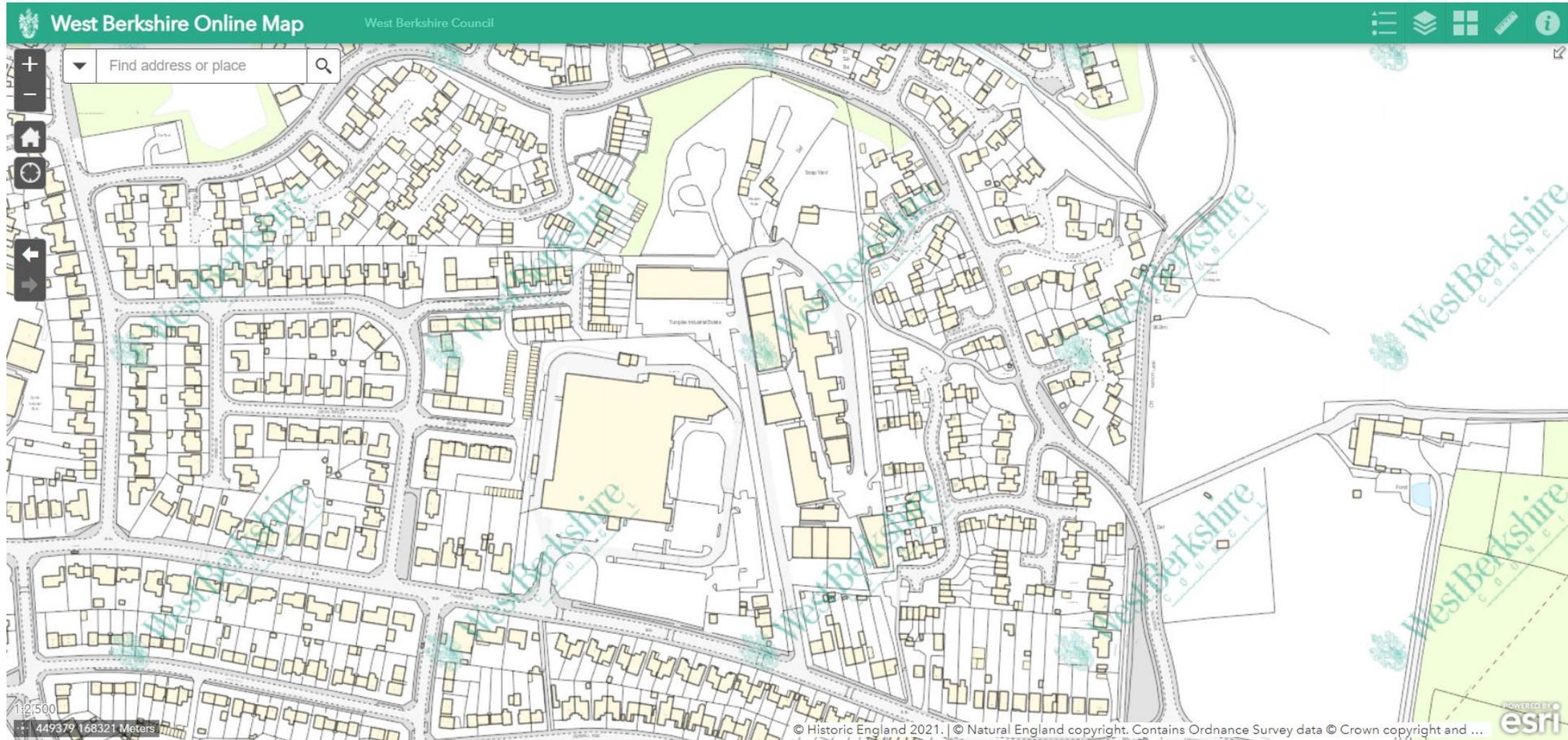
In response to Councillor Phil Barnett's members question on the 5th of January, 2022, about urging West Berkshire Council (WBC) to consider converting the remaining soft verges in the Turnpike Estate into a permeable pebble dashed surface, the response from WBC was that there is no current funding in the Capital Programme for such improvements.

However, the Town Council was encouraged to select specific locations within the estate where it was felt that this improvement would have the greatest positive impact. These locations would then form the basis for a future round of Capital bids.

Resolution:

To resolve to recommend to WBC soft verge locations within the Turnpike Estate to be converted into pebble dashed surfaces.

Map of Turnpike Industrial Estate:



Consultation: WBC Proposed Highway Alterations on Andover Road

The committee is invited to comment on West Berkshire Council's (WBC's) proposed alterations to the public Highway along A343 Andover Road, between St John's Post Office and its junction with Wendan Road. The details of this proposal can be found overleaf.

In short, WBC are proposing to:

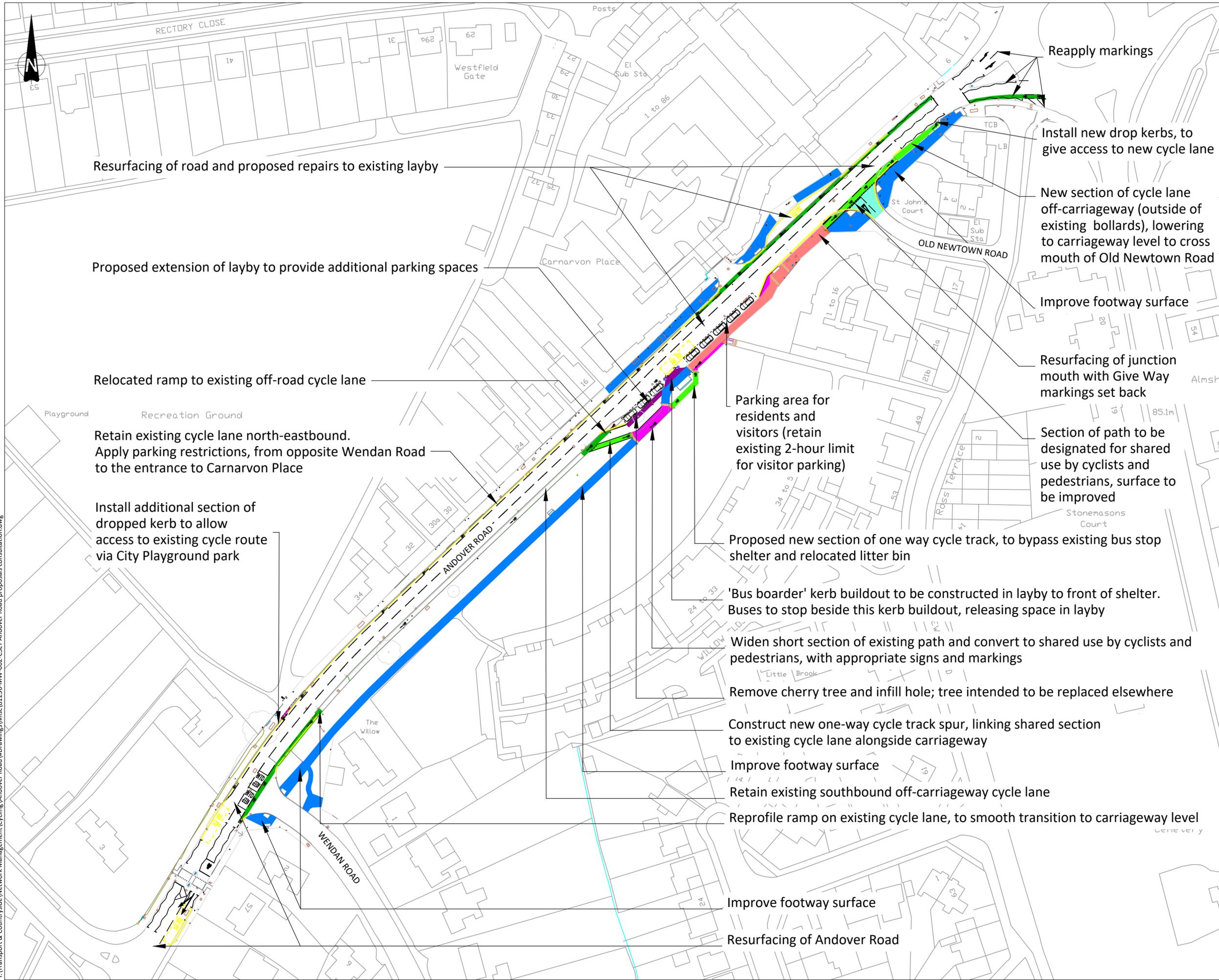
- Provide an additional section of lay-by parking
- Improve the surface of sections of footway
- Improve facilities for cyclists

These alterations are proposed to be carried out later in 2022, likely in conjunction with resurfacing on Andover Road, the details of which would be provided separately.

The full consultation can be found on the WBC website, here:

<https://westberksatroutes.commonplace.is/> or via the QR code below.





- KEY**
- Footway improvements
 - Additional tactile paving
 - Surfacing on cycle lane
 - New section of cycle lane
 - Existing footway - convert to shared use
 - New section of footway and bus boarder
 - Widened sections of path, for shared use

- NOTES**
- 1) Do not scale from this drawing.
 - 2) All dimensions are shown in metres unless shown otherwise.
 - 3) This drawing shows a proposed option and is subject to change, given factors which may include the location, depth and height of existing utility services.

Resurfacing of road and proposed repairs to existing layby

Proposed extension of layby to provide additional parking spaces

Relocated ramp to existing off-road cycle lane

Retain existing cycle lane north-eastbound. Apply parking restrictions, from opposite Wendan Road to the entrance to Carnarvon Place

Install additional section of dropped kerb to allow access to existing cycle route via City Playground park

Parking area for residents and visitors (retain existing 2-hour limit for visitor parking)

Proposed new section of one way cycle track, to bypass existing bus stop shelter and relocated litter bin

'Bus boarder' kerb buildout to be constructed in layby to front of shelter. Buses to stop beside this kerb buildout, releasing space in layby

Widen short section of existing path and convert to shared use by cyclists and pedestrians, with appropriate signs and markings

Remove cherry tree and infill hole; tree intended to be replaced elsewhere

Construct new one-way cycle track spur, linking shared section to existing cycle lane alongside carriageway

Improve footway surface

Retain existing southbound off-carriageway cycle lane

Reprofile ramp on existing cycle lane, to smooth transition to carriageway level

Improve footway surface

Resurfacing of Andover Road

Reapply markings

Install new drop kerbs, to give access to new cycle lane

New section of cycle lane off-carriageway (outside of existing bollards), lowering to carriageway level to cross mouth of Old Newtown Road

Improve footway surface

Resurfacing of junction mouth with Give Way markings set back

Section of path to be designated for shared use by cyclists and pedestrians, surface to be improved

REV	DESCRIPTION	DR	AU	REV DATE



Highways and Transport | Council Offices
Market Street | Newbury | RG14 5LD

Project Title				
ANDOVER ROAD ACTIVE TRAVEL SCHEME				
Drawing Title				
REVISED PROPOSALS FOR CONSULTATION				
Date	Drawn By	Checked By	Paper Size	Drawing Scale
11/01/2022	CT	DW	A2	NTS
Drawing Number			Revision	
81236-MW-002-CSLT				

I:\Transport & Countryside\Network Management\Andover Road\Drawings\Misc\81236-MW-002-CSLT Andover Road proposals consultation.dwg



Sent via email

Street Works

Market Street

Newbury

Berkshire RG14 5LD

Tel: 01635 551111

e-mail: streetworks@westberks.gov.uk

4th February 2022

Dear To Whom it May Concern

VARIATION OF THE WEST BERKSHIRE COUNCIL PERMIT SCHEME

On 1st September 2017 West Berkshire District Council (the Council) brought the current version of the West Berkshire Permit Scheme into effect through a legal order.

After undertaking an evaluation of the permit scheme in 2021, *as required under regulations*, the Council has determined that changes are required to the permit scheme operating model. As such the permit fee levels need to increase to cover the additional cost for operating the permit scheme (in accordance with regulations).

The Council also intend to take the opportunity to vary the permit scheme content to ensure it is, and will remain, fit-for-purpose to legislation and associated statutory guidance.

In accordance with Regulation 5 of the Traffic Management Permit Scheme (England) Regulations I would like to take the opportunity to consult with you on this variation. **This consultation will run for a period of four weeks, between 4th February through 4th March 2022 (inclusive)**. A copy of the proposed permit scheme can be obtained online at <https://info.westberks.gov.uk/consultations> or on request via letter or email.

Responses to the consultation can be sent to streetworks@westberks.gov.uk or via letter marked for the attention of **Street Works, Environment Department**.

Thank you for your time in considering this request and our intention to vary our permit scheme.

Yours sincerely

Brian Lomas, Principal Engineer

The Traffic Management Act 2004

West Berkshire Council Permit

Scheme

Foreword

West Berkshire Council, acting as a local highway authority and a traffic authority, has a legal duty to maintain the roads under its control and ensure that these roads can be used for safe and efficient travel within and across the entire road network.

The Council has a range of powers and duties under which they maintain and improve the network, and manage its use and the activities taking place on it, such as:

- the Highways Act 1980 principally covering the structure of the network;
- the New Roads and Street Works Act 1991 (“NRSWA”) covering utility Street Works; and
- the Road Traffic Regulation Act 1984 regulating the activities of road users.

The Traffic Management Act (“TMA”) was introduced in 2004 and this placed more legal responsibility, under a network management duty, to ensure the efficient operation of the network and to act under legislative controls to deliver this objective.

The scope of the network management duty has the following main considerations:

- manage the road space for all users;
- identify current and future causes of congestion, and to plan and act accordingly;
- take a proactive approach to the coordination of works on the road, including unplanned emergency works;
- gather and publish accurate information about planned works and events;
- manage unforeseen incidents and events on the network;
- establish and implement contingency plans for incidents and issues; and
- manage cross-border network travel and demands in conjunction with neighbouring authorities.

The duty includes **managing the road space for all users** – those who need to travel on the road and those who need to work on their asset, on or underneath the road.

Works undertaken on the road are essential to maintain, improve and add services, in addition to maintaining the road infrastructure itself.

Part 3 of the TMA allows the Council to introduce and operate a permit scheme to support the delivery of this duty and create a common procedure to control works on the highway.

Permit schemes are not intended to stop works taking place. The primary objective of a permit scheme is to enable the Council to take a more active involvement in the planning and execution of works to reduce congestion and to control any potential disruption on the network.

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Terminology

The key words 'must', 'required', 'should', 'recommended', 'encouraged', and 'may', used in this document are to be interpreted as follows:

- The word 'must', or the term 'required', means that the requirement of the Permit Scheme to which they relate is an absolute requirement.
- The phrases 'must not' or 'shall not' mean that the prohibition of the Permit Scheme to which they relate is an absolute prohibition.
- Wherever possible the term 'must' is associated to a requirement under legislation, however in some instances the term is used to denote that a process will be required. For example, the provision of information on the permit is defined as a 'must', even though there is no legal provision for this. Without this information the Permit Authority cannot process an application and therefore it must be provided.
- The word 'should', 'should not' or the adjectives 'recommended' or 'encouraged' mean that there may exist valid reasons in particular circumstances to ignore a recommendation in the Permit Scheme, but the full implications must be understood and carefully weighed before choosing a different course.
- The word 'may' means that a suggestion in the Permit Scheme is truly optional.

References

References within the Permit Scheme to other documents, *such as Regulations, Acts, Statutory Guidance or Codes of Practice*, **include all future revisions and updates**.

Should any changes made to these documents reflect a fundamental change to the scope of the Permit Scheme, and associated definitions, the Permit Scheme will also be updated.

Definitions

Term	Definition
Activities	Means Registerable Activities, also referred to as 'work'
Application	Unless specified otherwise, the term application will refer to the submission of a Provisional Advanced Authorisation, a permit or a permit variation.
Bank holiday	As defined in Section 98 (3) of NRSWA, 'bank holiday means a day which is a bank holiday under the Banking and Financial Dealings Act 1971 in the locality in which the street in question is situated'.
Breaking up (the street)	Any disturbance to the surface of the street (other than opening the street).
Calendar day	A timespan of exactly 24 hours, measured from one midnight to the next. A day having a conventional designation on a recognised calendar, such as a numerical identification within a named month

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Carriageway	As defined in Section 329 of HA 1980, 'carriageway means a way constituting or comprised in a highway, being a way (other than a cycle track) over which the public have a right of way for the passage of vehicles'.
Code of Practice for Coordination	NRSWA Code of Practice for the Coordination of Street Works and Works for Road Purposes and Related Matter (latest version as published).
Day	Unless explicitly stated otherwise, the reference to 'day' means a working day.
Emergency works	As defined in Section 52 of NRSWA, 'emergency works means works whose execution at the time when they are executed is required in order to put an end to, or to prevent the occurrence of, circumstances then existing or imminent (or which the person responsible for the works believes on reasonable grounds to be existing or imminent) which are likely to cause danger to persons or property'.
Excavation	Means 'Breaking up' (as defined above).
Fixed Penalty Notice (FPN)	As defined in schedule 4B to NRSWA, 'fixed penalty notice means a notice offering a person the opportunity of discharging any liability to conviction for a fixed penalty offence by payment of a penalty'.
HAUC(UK)	The Highway Authorities and Utilities Committee for the UK.
Highway	As defined in Section 328 of the Highways Act 1980, 'highway means the whole or part of a highway other than a ferry or waterway'.
Highway Authority	As defined in Sections 1 and 329 of the Highways Act 1980.
Immediate Works	Immediate works are either emergency works or urgent works.
Local Highway Authority	As defined in Section 329 of Highways Act 1980, 'local highway authority means a highway authority other than the Minister'.
Local street gazetteer	A subset of the NSG containing details of all streets in a local highway authority area, being a self-contained entity created and maintained by the local highway authority covering all streets in their geographic area regardless of maintenance responsibility.
NRSWA	The New Roads and Street Works Act (1991)
NSG	National Street , holds authoritative information for all the streets in England and Wales. Organisations and local authorities use it to work efficiently on, and travel around, our national road network.
Opening (the street)	Removing a lid or cover to a manhole, inspection chamber, meter box or other structure embedded in the street without any 'breaking up' of the street.
Order	Unless otherwise specified, 'Order' means a document signed by a person authorised by the Council to give effect to, vary or revoke a permit scheme.
PAA	Means a Provisional Advanced Authorisation, which is an indication of the likely future issue by the Permit Authority of a permit for certain proposed works.

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Permit Authority	Means West Berkshire Council, as the relevant local highway authority which has prepared a permit scheme under section 33(1) or (2) of the Traffic Management Act 2004.
Permit Fee	Refers to the fee due for a PAA, permit or permit variation, as set out within section 10.
Positive traffic control	Forms of traffic control as set out within the Code of Practice: Safety at Street Works and Road Works, which includes: Stop/Go boards, portable traffic signals, speed reduction, convoy working, road closure or one-way traffic, a 'Stop – works' sign and a 'temporary obstruction' sign.
Promoter	<p>A person or organisation responsible for commissioning works [registerable activities] in streets covered by the Permit Scheme.</p> <p>Promoters will be either a statutory undertaker or a participating local highway authority or traffic authority.</p>
Registerable Activities	Has the same meaning as 'specified works' in the Traffic Management Permit Schemes (England) Regulations 2007.
Reinstatement	As defined in Section 105 (1) of NRSWA, 'reinstatement includes making good'.
Remedial works	Remedial works are those required to put right defects identified in accordance with the provisions of the New Roads and Street Works Act 1991 Code of Practice for Inspections and associated Regulations.
Specified Area	The area covered by the Permit Scheme is the geographical area encompassed by West Berkshire Council's administrative boundary.
Specified Street	All streets that are publicly maintainable by or on behalf of the Permit Authority are included in the Permit Scheme.
Specified Works	Specified Works corresponds to the term 'registerable activities' and comprise both Street Works and Works for Road Purposes.
Statutory Guidance for Permit Conditions	Means the 'Statutory Guidance for Highway Authority Permit Schemes – Permit Scheme Conditions', the most recent publication, issued by the Secretary of State pursuant to section 33(5)(b) of the Traffic Management Act 2004.
Statutory Undertaker	As defined in Section 48 (4) of NRSWA, 'undertaker in relation to street works means the person by whom the relevant statutory right is exercisable (in the capacity in which it is exercisable by him) or the licensee under the relevant street works licence, as the case may be'.
Street	As defined in Section 48 (1) of NRSWA, 'street means the whole or any part of any of the following, irrespective of whether it is a thoroughfare (a) any highway, road, lane, footway, alley or passage; (b) any square or court; (c) any land laid out as a way whether it is for the time being formed as a way or not'
Street Reinstatement Category	This means one of the road categories specified in paragraph 1.3.1 of Chapter S.1 of the code of practice entitled 'Specification for the Reinstatement of Openings in Highways'.

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Street Works	As defined in Section 48 (3) of NRSWA, 'street works means works of any of the following kinds (other than works for road purposes) executed in a street in pursuance of a statutory right or a street works licence: (a) placing apparatus; or (b) inspecting, maintaining, adjusting, repairing, altering or renewing apparatus, changing the position of apparatus or removing it, or works required for or incidental to any such works (including, in particular, breaking up or opening the street, or any sewer, drain or tunnel under it, or tunnelling or boring under the street)'.
The FPN Regulations	Means the Street Works (Fixed Penalty) (England) Regulations 2007.
The Noticing Regulations	Means the Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007.
The Permit Scheme Regulations	Means the Traffic Management Permit Scheme (England) Regulations 2007, as amended.
TMA	Means the Traffic Management Act 2004.
Traffic Regulation Order (TRO) or Traffic Order	This means an Order made under the Road Traffic Regulation Act 1984.
Traffic Sensitive street	This means a street designated by a street authority as traffic-sensitive pursuant to Section 64 of NRSWA and in a case where a limited designation is made pursuant to Section 64 (3) any reference to works in a traffic-sensitive street shall be construed as a reference to works to be executed at the times and dates specified in such designation.
Traffic Sensitive time	In relation to a traffic-sensitive street, means: the times or dates specified in the case of a limited designation; and any time in any other case.
USRN	Means Unique Street Reference Number, as defined in the British Standard BS7666.
Urgent activities or works	As defined within The Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007. Immediate activities are: a) activities (not being emergency works) whose execution at the time they are executed is required (or which the person responsible for the activity believes on reasonable grounds to be required) i) to prevent or put an end to an unplanned interruption of any supply or service provided by the undertaker; ii) to avoid substantial loss to the undertaker in relation to an existing service; or iii) to reconnect supplies or services where the undertaker would be under a civil or criminal liability if the reconnection is delayed until after the expiration of the appropriate notice period; and (b) Includes activity that cannot reasonably be severed from such activities.
Working day	Means a day other than a Saturday, Sunday, Christmas Day, Good Friday or a bank holiday; and for the purposes of the Permit Scheme the commencement of a working day will be treated as being 08:00 and its end as 16:30
Works	Which term includes 'Street Works' or 'Works for Road Purposes'.

Works for Road Purposes

As defined in Section 86 (2) of NRSWA, 'works for road purposes' means works of any of the following descriptions executed in relation to a highway: (a) works for the maintenance of the highway; (b) any works under powers conferred by Part V of the Highways Act 1980 (improvement); (c) the erection, maintenance, alteration or removal of traffic signs on or near the highway; or (d) the construction of a crossing for vehicles across a footway or grass verge or the strengthening or adaptation of a footway for use as a crossing for vehicles'.

This term can also be referred to as Road Works.

1 Introduction

1.1 The Permit Scheme

- 1.1.1 This permit scheme, known as the **West Berkshire Council Permit Scheme** and within this document as the 'Permit Scheme', has been prepared in accordance with and complies with Part 3 of the Traffic Management Act 2004 ('TMA') (Sections 32 to 39) and the Traffic Management Permit Scheme (England) Regulations 2007, Statutory Instrument 2007 No. 3372 made on 28 November 2007 and the Traffic Management Permit Scheme (England) (Amendment) Regulations, Statutory Instrument 2015 No. 958.
- 1.1.2 This Permit Scheme comes into force through the powers conferred by Section 33A (2) of the TMA by an Order made by West Berkshire Council, known in this document as the Permit Authority acting in its capacity as a Local Highway Authority.
- 1.1.3 This Order came into effect on **INSERT DATE**.
- 1.1.4 The Permit Scheme is a single authority permit scheme. This Permit Scheme may also be operated by other local highway authorities, and therefore has a single set of rules which each Permit Authority operating the scheme applies independently to their own highway, subject to normal boundary liaison and coordination.

1.2 Permit Scheme design

- 1.2.1 The Permit Scheme is designed to control the undertaking of Specified Works on the public highway. It evolves the 'noticing system' under the New Roads and Street Works Act 1991 (NRSWA) whereby the Permit Authority is informed of an organisation's intention to carry out works in their area.
- 1.2.2 The Permit Scheme uses similar concepts to the notice system in several key areas, such as works categories. This is to ensure consistency and facilitate coordination.
- 1.2.3 The Permit Scheme will apply to a person or organisation responsible for commissioning works on streets covered by the Permit Scheme. In the Permit Scheme these persons or organisations will be referred to as a Promoter.
- 1.2.4 The development of the Permit Scheme has had regard to the requirements of the Equality Act 2010. In developing the Permit Scheme due consideration and attention was given to the needs of all road users.

2 Permit Scheme Background

2.1 The Network Management Duty

- 2.1.1 The objectives of the Permit Scheme are aligned to the objectives of the TMA network management duty:
- securing the expeditious movement of traffic on the authority's road network; and
 - facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 2.1.2 The TMA is clear that this duty should consider the movement and needs of all road users: pedestrians and cyclists, as well as motorised vehicles – whether engaged in the transport of people or goods, as well as those undertaking works on the network.
- 2.1.3 The duty is also qualified in terms of practicability and other responsibilities of the Permit Authority and it does not take precedence. As an example, securing the expeditious movement of vehicles should not be at the expense of road safety.
- 2.1.4 The Permit Authority whilst undertaking this duty will consider its own network and the likely effects of its actions on adjacent networks. This is to avoid moving a problem elsewhere, or conflicting policies causing problems across administrative boundaries. This should achieve best operation of the overall network.
- 2.1.5 The TMA defines action that the Permit Authority may take in performing the duty as including anything that would contribute to securing the more efficient use of the network, or that would avoid, **eliminate or reduce congestion or disruption**.
- 2.1.6 The Permit Authority must manage the road space for everyone and make decisions on balance between competing demands according to the end results and the circumstances of the part of the network being considered.
- 2.1.7 Congestion is based on multiple causes, including, but not limited to, increasing volumes of traffic, journeys at peak times, a reduction in the availability of the highway from obstructions, such as works, associated traffic management and limited availability of alternative routes. A reduction in network capacity from works is not necessarily a direct cause of congestion, but an influencing factor.
- 2.1.8 It is important that the Permit Authority undertakes **proactive coordination of the network**. This involves **gathering and publicising accurate information** about planned works, considering how to coordinate them to minimise their impact, and agree (or stipulate) their timing and conditions to best effect.
- 2.1.9 As works on the road network can have a significant impact on traffic, the Permit Authority will endeavour to ensure that works are carried out with enough urgency, as appropriate, to minimise the potential for congestion and disruption.
- 2.1.10 Consideration must be given to the effect of concurrent works on the road network, how they may affect established network plans or their impact on other known works and network activities, **and where possible promote collaboration**.
- 2.1.11 Seasonal variations of network demand, such as expected peaks on Bank Holidays will also be taken into consideration by the Permit Authority.
- 2.1.12 In addition to works, the Permit Authority must coordinate around regular or one off 'events' such as *carnivals, street markets, sporting fixtures and seasonal weather conditions*.

- 2.1.13 **Safety and environmental considerations** remain important as does the operation, maintenance, repair and provision of the network. In meeting the duty, the Permit Authority also needs to consider its other responsibilities under other highways and traffic legislation, environmental protection legislation, the Equality Act 2010, Health and Safety and planning legislation.
- 2.1.14 The Permit Authority will work collaboratively with partners and stakeholders, such as the emergency services, passenger transport executives or integrated transport authorities, bus operators, other Highway Authorities such as National Highways and the public.
- 2.1.15 Nothing in the duty requires the Permit Authority to disregard considerations of value for money and the proportionality of any of their actions. Therefore, any approach towards coordination should also include affordability and economic impact.
- 2.1.16 **Parity is an important principle in exercising the duty.** The Permit Authority will apply the same standards and approaches to both Street Works and Works for Road Purposes.

2.2 Permit Scheme objectives

- 2.2.1 The Council's primary objective is to enable works to be carried out in an appropriate manner with due regard to the impact on road users. Therefore, in consideration to the Council's network management duty, the main supplementary objectives of the Permit Scheme in relation to these works are:
- To ensure effective coordination;
 - To ensure adherence to health and safety and the Construction (Design and Management) Regulation 2015;
 - To protect apparatus, assets and structures;
 - To minimise unnecessary disruption and inconvenience;
 - To tackle causes of congestion;
 - To encourage collaboration; and
 - To provide better communication to road users.
- 2.2.2 The objective is to better control works to minimise disruption and inconvenience. It is not to prevent the legitimate right of Promoters and others to access their equipment, nor to prevent necessary maintenance to the highway itself.
- 2.2.3 Effective works coordination and management by the Permit Authority are essential to ensure that traffic disruption is minimised whilst allowing Promoters the required time and space to complete their works.

2.3 Permit Scheme evaluation

- 2.3.1 The Permit Authority must undertake an evaluation of the Permit Scheme in accordance with Part 3 of the Permit Scheme Regulations. This evaluation will determine whether the Permit Scheme is meeting the stated objectives and include assessment of Key Performance Indicators, as outlined within the Statutory Guidance for Permits.

3 Works Coordination

3.1 Principles for works coordination

- 3.1.1 In association with Permit Scheme objectives, the key principle for works coordination is to ensure works are undertaken with the least amount of disruption to the road user, whilst also ensuring adherence to health and safety.
- 3.1.2 The Permit Authority will therefore use principles that achieve these objectives, such as:
- requiring that work be undertaken at certain times of the day and/or on certain days of the week *i.e.*, *scheduling work to avoid peak times*;
 - applying different requirements for work on different types of road *i.e.*, a busy commuter route may benefit from night working, but on a quiet residential road, daytime working would be preferable so that residents' night time is not disturbed;
 - identifying alternative routes on which planned works are prohibited until the other road is clear;
 - promoting the use of shared workspace, *i.e.* planned work undertaken on the same stretches of road at the same time;
 - ensuring the use of temporary traffic control is effective, such as vehicle-actuated traffic signals or, at appropriate times the manual operation of such control; and
 - providing accurate information of works on a public website to allow road users to make decisions on mitigation.

3.2 Permit conditions

- 3.2.1 In applying conditions to a permit, the Permit Authority will consider the potential for works to cause disruption. Where possible, conditions attached to a permit will provide flexibility for the Promoter by requiring an outcome rather than stipulating the method by which the work must be carried out.
- 3.2.2 When setting any condition, the Permit Authority is required to act reasonably and to take account of how feasible it is for the Promoter to comply with that condition. All permit conditions applied will be fully in accordance with legislation.
- 3.2.3 Promoters are encouraged to include any expected conditions on their initial application. Conditions that are not relevant for the work should not be included, such as a permit condition for temporary traffic control where this will not be deployed. By doing this the likelihood of the Permit Authority refusing a permit, to add or remove a permit condition, with any subsequent re-application should be minimised.
- 3.2.4 If the Promoter has safety concerns about any condition requested by the Permit Authority, it should immediately raise these concerns with the Permit Authority providing relevant reasons for the challenge.

3.3 Imposed variations and revocation

- 3.3.1 Once a permit has been granted, a Promoter should have reasonable confidence that the road occupation will be available for them. Circumstances beyond the Permit Authority's control may occur, which may result in a required change to or the removal of the works, and therefore the associated permit).
- 3.3.2 In accordance with The Permit Scheme Regulations a statement of policy as to the circumstances in which a Permit Authority will revoke permits on its own initiative is as follows:
- a) where circumstances arise that cause the Permit Authority to review the permit, it may conclude that the permit needs to be revoked rather than simply being varied; and
 - b) revocation will be the exception and will only happen when the new circumstances could not have been reasonably predicted or where the impact of works being undertaken is significant.
- 3.3.3 Examples of unplanned events where this policy may apply are; *floods and other adverse weather conditions, burst mains, dangerous buildings, road traffic accidents*. These events may result in traffic being diverted onto the road where the work was underway or about to start.

3.4 Operational guidance

- 3.4.1 Different forms of permit scheme operation guidance exist, which contain explanation for working process and practices within a permit scheme. Whilst the Permit Authority recognises that it is not required by legislation to comply with such guidance, *and therefore that such guidance cannot substitute or supersede legislation*, where appropriate the Permit Authority will operate the Permit Scheme in accordance to published operational guidance.
- 3.4.2 Operational guidance may also take the form of a HAUC Advice Note or Code of Conduct.

4 Scope of the Permit Scheme

4.1 Principles for the scope of the Permit Scheme

- 4.1.1 Any Promoter who wishes to carry out Specified Works on Specified Streets in the Specified Area known as **West Berkshire** must obtain a permit from the Permit Authority.
- 4.1.2 The permit will allow the promoter to carry out the specified work: at the specified location; between the dates shown; and subject to any conditions of that permit.

4.2 Specified area

- 4.2.1 The area covered by the Permit Scheme is the geographical area encompassed by West Berkshire Council's administrative boundary. This is the '**Specified Area**' as set out within the Permit Scheme Regulations.

4.3 Specified Streets

- 4.3.1 All streets that are publicly maintainable by or on behalf of the Permit Authority are included in the Permit Scheme. These streets are the '**Specified Streets**' as set out in the Permit Scheme Regulations.
- 4.3.2 Trunk roads and motorways, for which National Highways is the responsible highway authority, are not included in scope of the Permit Scheme.
- 4.3.3 Privately maintained streets are not included in the scope of the Permit Scheme.
- 4.3.4 The designation and categorisations of streets within the National Street Gazetteer (NSG) and additional street data are definitive.

4.4 Specified Works

- 4.4.1 Specified works corresponds to the term 'Registerable Activities' and comprise both **Street Works** and **Works for Road Purposes**.
- 4.4.2 All works comprising and categorised as 'Specified Works' will require a permit.
- 4.4.3 Specified works do not include works executed in a street pursuant to a Street Works licence issued under section 50 of the NRSWA.
- 4.4.4 Specified Works are those defined within The Noticing Regulations as set out within Chapter 7 of the Code of Practice for Coordination.
- 4.4.5 Where any Promoter carries out Works for Road Purposes these will be treated as such and not as Street Works.
- 4.4.6 Works that are excluded are also defined within the Code of Practice for Coordination and do not require a permit.
- 4.4.7 Promoter are encouraged, wherever possible, to submit a permit application for these works to aid in the coordination of all works across the network. As a non-registerable work, they would be exempt from the scope of the Permit Scheme.

4.4.8 Work categorisation

4.4.9 Works fall under one of four categories: Major, Standard, Minor and Immediate.

4.4.10 The Permit Scheme applies the work categories set out within Chapter 7 of the Code of Practice for Coordination (summarised in table below).

Table 1: Summary overview of the definition of work categories

Work Category	Description
Major	Works requiring a temporary TRO <u>or</u> over 10 days in planned duration
Standard	Works with a planned duration of between 4 to 10 days
Minor	Works with a planned duration of 3 days or less
Immediate	Emergency or urgent works as defined under Section 52 of NRSWA

4.4.11 Work phases

4.4.12 One permit can only contain one phase of work.

4.4.13 A phase of work is a period of continuous occupation of the street (whether or not work is taking place for the whole time) between the start and completion of the related works.

4.4.14 The following works constitute a single phase:

- new customer connection;
- interim to permanent reinstatement; and
- remedial works.

4.4.15 The dates in a permit will denote the dates for that phase.

4.4.16 A phase ends only when all plant, materials including any signing, lighting, guarding and excavation materials have been removed from site and the highway is returned to full use.

4.4.17 A Promoter should clarify that work is to be carried out in multiple phases, if known, on the initial application and all applications must reference the related phases of the works.

4.5 Specified dates and times

4.5.1 A permit must specify a start date and an end date for the Specified works - a permit is inclusive of these dates.

4.5.2 The start and end dates must be calendar days and may include weekends and Bank Holidays even if these are not working days.

4.6 Permit conditions

4.6.1 The Permit Authority may attach conditions to a permit as set-out within the Statutory Guidance for Permit Scheme Conditions.

4.6.2 Promoters must comply with the terms of the permits and the conditions attached.

4.6.3 The Permit Authority shall use the wording and reference identification for conditions as set out in the Statutory Guidance for Permit Conditions.

4.6.4 The Statutory Guidance for Permit Scheme Conditions includes mandatory conditions that apply to all permits. These conditions apply whether or not they are specified within the permit content. Such conditions apply equally to permits for Immediate Works.

4.7 Parity treatment for Promoters

4.7.1 The Permit Authority will operate the Permit Scheme with parity treatment for all Promoters; whether for Street Works or Works for Road Purposes.

4.7.2 It should be accepted that Promoters have differing requirements for access to the highway and working methodologies. As such there may be varying working practices in the application of the Permit Scheme between Promoters under the principle of parity.

4.7.3 In accordance with the Permit Scheme Regulations the Permit Scheme will be operated in a non-discriminatory way.

4.8 Form of communication and registers

4.8.1 All communications related to the Permit Scheme, including applications and associated notices, must be sent by a Promoter and the Permit Authority using the respectively prescribed form of electronic communication, which is the *Department for Transport's digital service for planning and managing roadworks*, known as "Street Manager", for each of the following regulations with due consideration to the Street and Road Works (Amendments Relating to Electronic Communications) (England) Regulations 2020:

- the Noticing Regulations;
- Permit Scheme Regulations and
- the FPN Regulations.

4.8.2 In circumstances where electronic communication is temporarily unavailable for either the Permit Authority or a Promoter then alternate arrangements may be agreed between parties. These arrangements are outlined separately from the Permit Scheme.

4.8.3 With prior agreement the Permit Authority may accept non-electronic forms of communication where access to a suitable electronic system is not possible.

4.8.4 A permit will be issued as a form of electronic communication unless this is temporarily unavailable.

4.8.5 To provide clarity on the validity and terms of the permit, each permit will contain all relevant content and permit conditions.

4.8.6 In accordance with the Permit Scheme Regulations and The Noticing Regulations the Permit Authority shall keep a register of permits and named Specified Streets and relevant street designations.

4.9 Relationship with other legislation

4.9.1 All current legislation, including the New Roads and Street Works Act (1991) and the Traffic Management Act 2004, may apply to this Permit Scheme.

4.9.2 Where a Promoter considers there is any conflict with any current legislation, they should immediately bring this to the attention of the Permit Authority who will then be responsible for resolving the issue in accordance with legislation.

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- 4.9.3 The Permit Scheme is designed to complement NRSWA, using similar definitions, and run alongside the provisions set out within the Act. The Permit Scheme Regulations disapply or modify specific sections of NRSWA (listed within Appendices 1 and 2).

5 Permit Applications

5.1 Principles for permit applications

- 5.1.1 Except for Immediate Works, a Promoter must obtain a permit before starting work.
- 5.1.2 One permit can only cover work on one USRN. Where works cover an area covered by more than more than one USRN, each permit must reference the other applicable permits.
- 5.1.3 One permit can only cover one phase of work.

5.2 Permits for Immediate Works

- 5.2.1 Immediate Works require a permit, but due to the emergency or urgent nature of these works a Promoter can start work before applying for a permit – refer to section 6.2 for application timings.
- 5.2.2 Where Immediate Works involve any form of positive traffic control the Promoter should contact the Permit Authority as soon as possible when works commence.

5.3 Provisional Advanced Authorisation

- 5.3.1 For all Major works a Provisional Advance Authorisation (PAA) is required.
- 5.3.2 A PAA is not a permit – it provides the Permit Authority with advanced notice of Major works and is an indication of the likelihood of the Promoter obtaining a permit for these works.
- 5.3.3 An application for a PAA should include a description of the work and specify start and end dates, although the start date may be considered as provisional and can be amended in the application for a final permit.
- 5.3.4 The granting of a PAA does not prevent the Permit Authority from subsequently refusing to grant a permit to which the PAA relates.

5.4 Cross-boundary works

- 5.4.1 Where works cover more than one street across a boundary between the Permit Authority and an adjacent Permit Authority, separate permit applications, including a PAA, must be submitted to both Permit Authorities.
- 5.4.2 If a cross-boundary work involves working on a street of a Highway Authority which is not operating a Permit Scheme, the application to the Permit Authority should identify the work in the other Highway Authority area for which a relevant notice must be given to that Authority.
- 5.4.3 For all cross-boundary works, a reference to each application should be included on all applications, and notices (as applicable) so that Permit Authorities can coordinate the works collaboratively.

5.5 Collaborative working

- 5.5.1 Collaborative working refers to cooperation and coordination between Promoters with respect to concurrent works on a single street within the same work footprint.
- 5.5.2 For all collaborative works one promoter must take on the role of the primary promoter. They will take overall responsibility for:

- being the agreed point of contact with the Permit Authority;
- informing the Permit Authority in the initial application of the identity of the other promoters involved and the scope of the collaborative working; and
- ensuring estimates of total work duration are agreed and/or confirmed with the secondary promoter(s) when submitting applications.

5.5.3 The secondary promoter(s) retain(s) the same responsibility for submitting permit applications for work to be carried out by them or on their behalf. Only permit applications submitted by the primary promoter must show the estimated inspection units attributable to the works.

5.5.4 A permit will be issued to each Promoter involved in a collaborative work. All permits will record the identity of the primary and secondary Promoters.

5.6 Other parties

5.6.1 When requested, a copy of each application for a PAA or permit should be provided by the Promoter to a neighbouring Permit Authority.

5.6.2 Where indicated in the National Street Gazetteer, Promoters are required to copy their applications to any authority, statutory undertaker or other relevant body that has an interest on that street.

5.6.3 Sections 88, 89, 90, 91 and 93 of NRSWA set out the necessary consultations for these interests.

5.6.4 Where these recipients do not have access to an electronic system to receive the application, or other information contained in the application, information should be given by an agreed alternative method *such as email*.

6 Application Timings and Responses

6.1 Principles for application timings and responses

- 6.1.1 Promoters are encouraged to give as much notice as possible to ensure that the coordination process can be facilitated effectively.
- 6.1.2 Where work is dependent on an application for a separate, but related authorisation, *such as a temporary Traffic Regulation Order*, the relevant timescales for seeking such authorisation should be considered by the Promoter in association with the permit application timings and responses.
- 6.1.3 Application timings are a minimum application period ahead of the proposed start date. It may be necessary to provide more time than the minimum to enable effective coordination, especially when a positive form of traffic control is required for the works.

6.2 Application timings

- 6.2.1 The timing of applications for PAA, permits and permit variations and the Permit Authority’s response to these applications will vary according to the proposed work category. The minimum times are given below:

Table 2: Application and response times

Work Category	Minimum application period ahead of proposed start date		Response time for the Permit Authority to issue a permit after application	
	Application for a PAA	Application for a permit	Application for a PAA	Application for a permit
Major	3 Calendar Months	10 Days	1 Calendar Month	5 Days
Standard	Not Applicable	10 Days	Not Applicable	5 Days
Minor	Not Applicable	3 Days	Not Applicable	2 Days
Immediate	Not Applicable	2 Hours after works start or by 10:00 on the next working day	Not Applicable	2 Days

- 6.2.2 The following rules apply in relation to application timing:

- for electronic applications, the application time will be the time of receipt of the application by the Permit Authority, as recorded within the register of permits;
- for non-electronic applications, the application time will be the time the application is recorded by the Permit Authority within the register of permits: and
- calculation of the application and response timing for any application received after 16:30 will use the next working day as the day of application.

6.3 Timing of permit variations

- 6.3.1 A permit variation application may be submitted any time after a permit has been granted until the end date of the permit. Once the end date has passed, applications for variations cannot be made.
- 6.3.2 Promoters are encouraged to telephone the Permit Authority to discuss the proposed variation prior to application to increase the likelihood of the variation being accepted and to aid the coordination of works.
- 6.3.3 The response time for an application for a permit variation is 2 days.
- 6.3.4 Given the response time for an application for a permit variation, the minimum period for an application for a permit variation is 2 days or 20% of the original duration (whichever is longer) before the permit end date.
- 6.3.5 Until such time that a permit variation is granted, the content of a permit has not changed to reflect the proposed variation. Therefore, given the response time for a permit variation, a Promoter should apply for a permit variation at least 2 days prior to the end date of the permit.

6.3.6 Response to applications

- 6.3.7 A 'response' means a decision by the Permit Authority to grant or refuse a permit or a variation to a permit.
- 6.3.8 Where the Permit Authority decides to refuse an application, a reason for the refusal will be given by the Permit Authority within the response.
- 6.3.9 If the Permit Authority fails to respond to an application within the designated response time, the relevant permit, PAA or permit variation is **deemed to be granted** under the terms of the application.

6.4 Early start

- 6.4.1 Where a Promoter wants to start works inside the minimum application period, shown in Table 2 above, thereby not providing the minimum application time, they can apply for an early start.
- 6.4.2 All applications requiring an early start should include a valid reason for the early start. The Permit Authority will not unreasonably refuse a request, but it is the responsibility of the Promoter to satisfy the Permit Authority regarding the necessity for an early start.
- 6.4.3 A Promoter is encouraged to telephone the Permit Authority prior to submitting any application for work that requires an early start to discuss the likelihood of obtaining a permit.

7 Permit Content

7.1 Principles for permit content

7.1.1 A permit should contain the following information and as such this information should be provided within any relevant application:

- Contact details;
- Location;
- Permit conditions;
- Reinstatement and inspection details;
- Supplementary information;
- Timing and duration;
- Traffic management; and
- Work description and methodology.

7.1.2 For Provisional Advance Authorisations, a Promoter should provide the most accurate information available at the time of making the application.

7.1.3 The quality of the information provided should allow the Permit Authority to make an informed decision and coordinate the work effectively.

7.1.4 All information provided should be in plain English, succinct and avoid any jargon or use of language that is not easily understood. The Promoter should also consider the use of this information to inform members of the Public.

7.2 Contact details

7.2.1 All applications must include the contact details of the person appointed by the Promoter to manage the work. The contact details provided should enable the Permit Authority to contact the Promoter **at any time** to discuss planned or active works, including problems that may occur during the work or outside of working hours.

7.3 Location

7.3.1 Promoters must give an accurate location using USRN together with a spatial feature (point, line or polygon) covering the extent of the works area based on National Grid References (NGRs). For planned work, it is accepted that the extent of the work at the application stage may be based on information known at that time and may change during the undertaking of the work.

7.3.2 The area identified needs to cover the entire area used by the work, including storage of materials, working space, safety zone, provision for pedestrians and traffic management (as applicable).

7.3.3 For Major works, if the proposed works deviate from a straight line, *for example to follow the curvature of a street*, a polyline (line centre of site) or polygon will be preferred by the Permit Authority.

7.3.4 For Standard, Minor and Immediate Works, a centre point NGR should be supplied. A polyline or polygon will be preferred by the Permit Authority when:

- The work or trenches are expected to be over 10 metres in length;

- Work locations on the application in the same street are separated; and
- Work area or trench(es) deviate from a straight line.

7.4 Reinstatement and inspection details

- 7.4.1 Permit applications should indicate wherever possible, whether the proposed work is intended to be completed with interim or permanent reinstatement or a mixture of both.
- 7.4.2 A Promoter is required to indicate the provisional number of inspection units appropriate to the work in accordance with the rules laid down in the Inspections Code of Practice and in The Street Works (Inspection Fees) (England) Regulations 2004, as amended.
- 7.4.3 Where there is trench sharing, only the primary promoter is required to give the inspection units.

7.5 Supplementary information

- 7.5.1 A Promoter is encouraged to provide any supplementary information, including illustrations, to support an application and to provide enough detail for a decision to be made on the application.
- 7.5.2 The Permit Authority may request supplementary information during the application process, which may include:
- An illustration of the work;
 - Traffic management plan; and
 - Digital photographs of the worksite.

7.6 Timing and duration

- 7.6.1 Each permit must include the proposed start and end dates of the work **in calendar days**.
- 7.6.2 The times of the day when the work is to be carried out may be specified within a permit condition. A Promoter is encouraged to provide this information on their application to ensure the application can be processed efficiently.
- 7.6.3 A Promoter should also indicate if they intend for work to continue over weekends and Bank Holidays and if night working is required.

7.7 Traffic management

- 7.7.1 A Promoter should supply full details of their traffic management proposals including any requirement for further related authorisation by the Permit Authority, *such as the need for temporary Traffic Regulation Orders (TTROs)*.
- 7.7.2 The Permit Authority do not require a separate application for temporary traffic light signals, as set out within Schedule 14 of the Traffic Signs Regulations and General Directions 2016. However, when applying for works involving positive traffic control a Promoter should provide enough information as would be deemed necessary to obtain approval for use of this type of traffic management.
- 7.7.3 This information would include, but is not limited to, the following:
- Description and/or drawing of the traffic signal arrangement;
 - Specified dates and hours of traffic control use;

- Proposed method of signal operation; and
- Contact details of the traffic management provider, including any out-of-hours arrangements.

7.7.4 A Promoter is encouraged to provide evidence, or reference, of any application or agreement for a temporary TRO within a PAA or permit application.

7.8 Work description and methodology

7.8.1 A Promoter must detail a description of the works, clearly setting out the works and their purpose.

7.8.2 Details of any planned work, including open cut, trench share, minimum dig technique or no dig, should be detailed on the permit.

7.8.3 Promoters should detail their best estimate of the excavation depth of the work. This may be expressed as a range where appropriate.

8 Permit Variation

8.1 Principles for permit variation

- 8.1.1 A permit's content must reflect the proposed or current works and must be varied when changes are proposed to the works approved by the existing permit and no separate permit is sought to cover the proposed works.
- 8.1.2 A permit variation can take place at any time after the granting of a permit and before the end date of the permit, including before or during any on site work.
- 8.1.3 There is no mechanism in the Permit Scheme for formally suspending or postponing a permit, only for varying or revoking one. Part 3 of the Permit Scheme Regulations allows the Permit Authority to vary or revoke a permit and permit conditions.
- 8.1.4 Applications for permit variations must contain all relevant information in relation to the proposed changes to allow the Permit Authority to decide on the proposed variation.

8.2 Varying a Provisional Advanced Authorisation

- 8.2.1 A PAA cannot be varied once granted.
- 8.2.2 Where a PAA has been granted, but a permit application has not been submitted, and the Promoter wishes to vary the proposed work, the Promoter should inform the Permit Authority of the proposed changes. Depending on the scale of the changes, the Permit Authority may request a revised PAA application or for the permit application to reflect the changes.
- 8.2.3 Where a PAA has not been granted, and the Promoter then wishes to vary the proposed work, the original PAA may be cancelled and a new PAA application may be submitted.

8.3 Imposed variation

- 8.3.1 If the Permit Authority must suspend or postpone a work for which a permit has been granted the Permit Authority will contact the Promoter to discuss the best way of dealing with the situation.
- 8.3.2 In such circumstances the Permit Authority will issue an imposed variation, requesting the Promoter to take the appropriate action.
- 8.3.3 If a Promoter fails to respond to this request from the Permit Authority, the Permit Authority may choose to revoke the permit.

8.4 Permit revocation

- 8.4.1 If the Permit Authority considers that a Promoter is failing to comply with a permit, including the conditions of a permit, it may revoke the permit.
- 8.4.2 Before revoking a permit, the Permit Authority will contact the Promoter to warn them of its intention and to discuss the arrangements of the revocation.
- 8.4.3 A Promoter will be committing the offence of working without a permit if they continue to work after a permit has been revoked.
- 8.4.4 In accordance with Permit Scheme Regulations the statement of policy as to the circumstances in which the Permit Authority will revoke permits on its own initiative is as follows:

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- as with variations, where circumstances arise which cause the Permit Authority to have to review the permit, they may conclude that the permit needs to be revoked rather than simply being varied;
- revocation will be the exception and will only happen when the new circumstances could not have been reasonably predicted or where the impact is significant; and
- revocation can occur through no fault of a Promoter, for example where an unplanned event on the network requires occupation on diversion routes to be removed.

8.5 Permit cancellation

- 8.5.1 Promoters are encouraged to cancel a permit, or application, at any time that a permit is no longer required.

9 Working under a Permit

9.1 Start and end dates (permit duration)

- 9.1.1 A permit is valid from the start date to the end date (inclusive) – this period is the duration of the works.
- 9.1.2 Works on certain streets may start later than the stated start date within a ‘starting window’ – which is equivalent to the Notice Validity set out within the Code of Practice for Coordination.

9.2 Information on site

- 9.2.1 The Permit Authority recognises the importance for the Promoter workforce to have access to the permit detail, including conditions when carrying out the planned work.
- 9.2.2 Working in breach of a condition, or without a valid permit, based on lack of knowledge on the part of the Promoter workforce will not be accepted by the Permit Authority as any form of mitigation for this failure.

9.3 Fault-finding work

- 9.3.1 In the event of Immediate Works requiring a series of fault-finding excavations or openings, *for example locating a gas leak*, the following procedure must be applied where it is necessary to undertake works beyond the initial excavation or opening covered by the first application.
- 9.3.2 As they are Immediate Works, the Promoter must submit the first Permit application within 2 hours of starting work or by 10.00 the next morning (as applicable). That first application must contain the location of the initial excavation or opening.
- 9.3.3 For any further excavations or openings on the same street within 50 metres of the original hole, the Promoter is encouraged to telephone the Permit Authority with the new location. No permit variation will be needed, and no variation charge will apply.
- 9.3.4 A Promoter must apply for a permit variation for the first excavation in each new 50 metre section away from the original hole in the same street, *i.e., 50-100 metres, 100-150 metres, etc.* Permit variation charges will not apply in these instances.
- 9.3.5 For additional excavations within each 50-metre section, the Promoter is encouraged to telephone the Permit Authority with the new location. No Permit variation will be needed, and no variation charge will apply.
- 9.3.6 If the search continues into a different street or a new USRN, (including if the street changes to a different Permit Authority), then a separate Permit application will be needed.
- 9.3.7 Conditions for these works may be varied to take account of the fact that a new location, even within the agreed 50-metre sections, can be more disruptive than the initial openings or excavations covered by preceding permits.

9.4 Immediate Works on Specified Streets

- 9.4.1 The Permit Authority’s additional street data, within the Local Street Gazetteer, details streets where an early warning of Immediate Works is required.
- 9.4.2 For these streets, a Promoter should contact the Permit Authority as soon as works become necessary or, at the latest, when they commence.

9.5 Interrupted works

- 9.5.1 If a work is interrupted, *for instance where a Promoter finds that they need specialist plant or materials not originally planned for*, the Promoter must contact the Permit Authority to notify them and agree a course of action.
- 9.5.2 Depending on the situation the Permit Authority may take different courses of action, including:
- a permit variation where the work site will remain open; and
 - closure of the worksite, with the option for the Promoter to submit a subsequent application to complete the works at a later date.
- 9.5.3 If the work is interrupted because the Promoter has caused third-party damage, then it is the Promoter's responsibility to seek a permit variation to allow the third-party damage to be repaired.
- 9.5.4 The work site remains the responsibility of the Promoter until work is complete, as such the Promoter should maintain regular contact and updates with the third parties and the Permit Authority.

9.6 Permit compliance inspections

- 9.6.1 The Permit Authority may check for compliance with the permit and any permit conditions during any routine or ad-hoc inspections on active sites.
- 9.6.2 A record of this inspection will be recorded, together with any required action as a result of the inspection.

10 Permit Fees

10.1 Principles for permit fees

10.1.1 To meet the additional costs of operating the Permit Scheme, Part 6 of the Permit Scheme Regulations allow the Permit Authority to charge a fee to recover these costs.

10.1.2 For the purposes of section 37(9) of the 2004 Act (Permit Scheme Regulations) and regulation 32 the prescribed costs in any financial year are that proportion of the total costs incurred by the Permit Authority in connection with operating a permit scheme in that year attributable to the costs of operating that scheme in relation to statutory undertakers.

10.2 Permit fees

10.2.1 In accordance with the Permit Scheme Regulations, the Permit Authority may charge a fee in respect of each of the following:

- the issue of a permit;
- an application for a permit, where the Permit Scheme requires a provisional advance authorisation to be obtained as part of that application; and
- each occasion on which there is a variation of a permit or the conditions attached to a permit.

10.2.2 The table below sets out the PAA, permit and permit variation fees.

Table 3: Permit fees

Work Category	Road Category	
	Category 0, 1 and 2 and all Traffic Sensitive streets	Category 3,4 and non-Traffic Sensitive streets
Major (PAA)	£69	£49
Major	£156	£98
Standard	£85	£49
Minor	£43	£30
Immediate	£39	£26
Permit variation	£30	£23

10.2.3 Where works on a Traffic Sensitive Street are carried out wholly outside designated Traffic-Sensitive Times the Permit Fee will reflect that for a category 3, 4 and non-Traffic-Sensitive Street for that work.

10.2.4 Where a Major work does not require a temporary Traffic Regulation Order, a fee representing the type of work category by its **duration** will apply, *i.e.*, *Standard or Minor*.

10.2.5 Where a permit variation would move a work into a higher work category, a Promoter will be required to pay the difference between the permit fee for the two categories in addition to the permit variation fee.

10.3 Works without a permit fee

10.3.1 Fees will not be payable in the following circumstances;

- By any Promoter for Works for Road Purposes, including works undertaken by statutory undertakers for a local highway authority (4.4.5)
- Any exempt works (4.4.6);
- Where a Permit is deemed to be granted (6.3.9);
- Where a follow-up PAA and/or permit application is required following a permit revocation through no fault of the Promoter (8.4.4);
- Where a permit variation or revocation is initiated by the Permit Authority through no fault of the Promoter (8.3);
- Where a Promoter cancels an application, which has not yet been responded to by the Permit Authority (8.5.1); and
- Permit variation charges will not apply in instances of fault finding. (9.3.4)

10.4 Discounts

10.4.1 At its discretion, the Permit Authority can waive or reduce permit fees, as a **discount** against the standard fee.

10.4.2 A discount of at least 30% will be given in the following circumstances:

- Collaborative works, where at least two or more Promoters intend to collaborate their works within the same site over the same period, they should submit applications at the same time or ensure the applications are at least received by the Permit Authority within three working days of each other, beginning with the day on which the first application is received.
- **Phasing of works to lessen risk and inconvenience to the road user** - where temporary reinstatement is required by the Permit Authority to minimise risk to the public and allow safe passage. The Permit Authority in these circumstances will request that the Promoter submits a new permit application for the remaining works.
- **Advanced coordination** - for planned Major works where a PAA application is made at least six months prior to the proposed work start date and the proposed works do not vary.

10.4.3 Further discount may be applied where it is demonstrated that works provide significant economic benefit to the local area. Promoters are encouraged to discuss these works with the Council at the earliest opportunity.

10.5 Fee payment and reconciliation

10.5.1 Permit fees will be collected by the Permit Authority in arrears in a monthly period.

10.5.2 A list of the fees due, *together with relevant details of the works*, will be issued to a Promoter for reconciliation prior to payment. The process for reconciliation and payment of permit fees will be issued by the Permit Authority to a Promoter on request.

11 Permit Sanctions

11.1 Principles for permit sanctions

11.1.1 Part 5 of the Permit Scheme Regulations provide two offences specifically related to permit schemes allowing the Permit Authority to act where unauthorised works occur.

11.1.2 It is an offence for a statutory undertaker, or a person contracted to act on its behalf to undertake specified works in a specified street in the absence of a permit, except to the extent that a permit scheme provides that this requirement does not apply.

11.1.3 It is an offence for a statutory undertaker, or a person contracted to act on his behalf to breach a permit condition.

11.2 Action by the Permit Authority

11.2.1 The Permit Authority can act where a Promoter, *or a person contracted to act on its behalf*, commits an offence.

11.2.2 Any action taken by the Permit Authority, including the giving of a Fixed Penalty Notice or prosecution will be in accordance with the Permit Scheme Regulations.

11.3 Parity treatment for offences

11.3.1 The Permit Authority will apply and record unauthorised work for all Promoters. However, prosecution and Fixed Penalty Notices do not apply to Works for Road Purposes.

12 Dispute Resolution

12.1 Principles for dispute resolution

12.1.1 There are no prescribed statutory dispute resolution procedures, therefore the approach taken is to build on arrangements that already exist through the Highways Authorities and Utilities Committee (HAUC) (UK) at local and national level for resolving disputes. These arrangements may take the form of published HAUC(UK) Advice Notes.

12.1.2 The Permit Authority and Promoter are expected to use their best endeavours to resolve disputes without having to refer them to a formal appeals procedure. The dispute resolution procedure for appeals under the Permit Scheme may be by way of dispute review, adjudication or arbitration.

12.2 Dispute review

12.2.1 If agreement cannot be reached locally on any matter arising under any part of the Permit Scheme the dispute will be referred for review on the following basis:

- a) Where the two parties consider that the issues involved in the dispute are relatively **straightforward**, the matter will be referred to impartial members of a regional HAUC (those not representing parties directly involved in the dispute) for review. That review should take place within five working days from the date of referral. Both parties are recommended to accept the result as binding.
- b) If the parties to the dispute think the issues are particularly **complex**, they should ask HAUC (UK) to set up a review panel of four members - two statutory undertakers and two Permit Authority representatives. One of the four people will be appointed as Chair of the panel by the HAUC (UK) joint chairs.

12.2.2 Each party must make all relevant financial, technical and other information available to the review panel. The review would normally take place within ten working days from the date on which the issue is referred to HAUC (UK). It is recommended that both parties accept the advice given by the review panel as binding.

12.3 Adjudication

12.3.1 If agreement cannot be reached through a Dispute Review, either party may refer the dispute to independent adjudication provided that the parties agree the decision of the adjudicator is deemed to be final.

12.3.2 The costs of adjudication will be borne equally unless the adjudicator considers that one party has presented a frivolous case, in which case the independent adjudicator may order that party to pay some or all the costs of the other party.

12.3.3 Where the adjudication route is followed, the parties should apply to the joint chairs of HAUC (UK), who will select and appoint the independent adjudicator from suitable recognised professional bodies.

12.3.4 Where the parties do not agree that the decision of the adjudicator is deemed to be final the Promoter will have the option of challenging the Permit Authority's decision through the administrative court by way of judicial review.

12.4 Arbitration

12.4.1 Disputes may also be settled by arbitration where provided for in Section 99 of NRSWA.

13 Appendix 1: Disapplication of NRSWA

NRSWA Section		Change	Permit Scheme Regulations - Revised Arrangements
Section 53	The street works register	Disapplied	Permit Scheme Regulations prescribe similar provisions for permit registers
Section 54	Advance notice of certain works	Disapplied	Replaced by applications for provisional advance authorisation.
Section 55	Notice of starting date	Disapplied	Replaced by applications for permits
Section 56	Power to direct timing of street works	Disapplied	Replaced by permit conditions and variations including those initiated by the Permit Authority
Section 57	Notice of emergency works	Disapplied	Replaced by applications for immediate works
Section 66	Avoidance of unnecessary delay or obstruction	Disapplied	Replaced equivalent provisions for permit authorities to require Promoters in breach of the permit requirements to take remedial action and failing that for the authority to act. 24-hour compliance period to be replaced with a requirement for Promoters to comply within a reasonable specified period determined by circumstances

14 Appendix 2: Modification to NRSWA

NRSWA Section		Change	Permit Scheme Regulations – Revised Arrangements
Section 58	Restriction on works following substantial road works	Modified	<p>The authority's ability to issue permits with start and end dates replacing directions to start works covered in NRSWA S58 (5) to (7)</p> <p>The Permit Scheme Regulations provide the equivalent of S58A powers by allowing authorities to consider whether Promoters responded to the S58 notice by applying for their planned works</p>
Section 58A	Restriction on works following substantial street works	Modified	Schedule 3A is modified to work in conjunction with permits
Section 64	Traffic-sensitive Street	Modified	Permit Scheme Regulations provide the requirement for notifying permit applicants the proposals to designate streets as traffic sensitive.
Section 69	Works likely to affect other apparatus in the street	Effectively extended	Permit Scheme Regulations create an equivalent requirement on highway authority promoters
Section 74	Charge for occupation of the highway where works are unreasonably prolonged	Modified	Permit Scheme Regulations make provision to operate S74 powers in parallel with Permits
Section 88	Bridge, bridge authorities and related matters	Modified	Modified to work in conjunction with permits

**Minutes of a meeting of Newbury's Neighbourhood Development Plan (NDP)
Steering Group
Held via Zoom
27/01/2022 at 7:00pm/19:00**

Present:

Newbury's NDP Steering Group:

- A) Newbury Town Council (NTC): Councillors Nigel Foot (Chairperson), Martin Colston, Vaughan Miller (Joint Project Manager), Gary Norman, and Martha Vickers
- B) Members of the public: Ian Blake, Paul Millard, Anthony Pick, Louise Sturgess, and Kim Whysall-Hammond (Joint Project Manager)

Other Attendees:

Jeremy Flawn (Bluestone Planning) and Darius Zarazel (NDP Secretary and Democratic Services Officer, Newbury Town Council)

16. Apologies

Apologies received from John Brownell and Councillor David Marsh.

Jeremy Flawn left the meeting at 19:30

17. Declarations of Interest

No declarations of interest were received.

18. Minutes

Proposed: Anthony Pick

Seconded: Councillor Martha Vickers

Resolved: That the minutes of the meeting of the NDP Steering Group held on 27/01/2022, be approved.

19. Election of a Deputy-Chairperson for the Steering Group

Proposed: Councillor Martha Vickers

Seconded: Anthony Pick

Resolved: That Louise Sturgess be elected as Deputy-Chairperson for the NDP Steering Group.

20. The NDP Project Plan

The next steps for the Steering Group were:

- Vision: A paragraph stating the aspirational desire of the NDP and what will be discuss (both for the Plan and the Town) going forward.
- Objectives: Will include several key topics and some detail per topic.

Drafting both the Vision and Objectives normally takes 1 – 2 meetings.

Drafting the questionnaire may take another 1 – 2 meetings.

The Questionnaire consultation could be up to 4 weeks.

21. The NDP Vision and Objectives

The Steering Group discussed the potential Vision for Newbury's NDP as well as some of the Objective's it would have.

Steering Group Member	What the Members most like about Newbury	What the Members are most concerned about in Newbury
Kim Whysall-Hammond	It's very friendly, great place to raise children, and has great access to parks and open countryside.	The loss of local independent shops, the age range of people in Newbury (the lack of 20 – 35-year-olds), and the increasing number of retirement flats in the town.
Cllr Martin Colston	The Town Centre heritage and feel of the marketplace and Northbrook Street, Canal and Parks, and that everything is walkable/cyclable.	The Town Centre needs pedestrianisation, there needs to be an increase in active travel, the planning standards not enforcing sufficient sustainability measures, the waste of use of the Wharf, and the lack of links from Victoria Park to the Town Centre.
Paul Millard	The schools and ease of raising children, leading community hospital, and mixed entertainment venues.	The proposed profile of the Eagle Quatre redevelopment, the local eyesores (BT Tower), the access to healthcare, the shop mix is lacking (needs more small shops), the Wharf has potential but mostly underutilised, and the lack of broad involvement in cultural activities (make it more like the Edinburgh Fringe Festival?).
Cllr Nigel Foot	The Character of the Town, that it is surrounded by easily accessible	The proposed height of buildings in the Town Centre, the traffic issues in Town Centre as well as the

	countryside, and the blue spaces (Canal and river).	pollution it causes (better traffic flow as a solution), the A339 being a barrier to East-West active travel, and the housing mix (lots of flats but not much housing).
Anthony Pick	The variety of architectural styles, the establishment of Newbury College, the gateway roads into Newbury's Garden suburbs, and the strong sense of Newbury's own cultural and historic identity.	Several eyesores (the BT Tower and several shopfronts on Bartholomew Street for example), a lack of architectural understanding about Newbury's culture, the open spaces being converted into housing developments, and the poor East-West road linkages.
Louise Sturgess	The independent shops and eateries, parks and green spaces, and the marketplace and its historic surroundings.	The lack of facilities for young people, the Highstreet losing vibrancy with empty units, the mix of shops is lacking, and the high cost of accommodation.
Ian Blake	The well-connected transport (trains and road network) and the larger Newbury Businesses (Newbury Racecourse, Brewery, etc).	Need more focus on people living in the Town Centre (want to avoid the dormitory effect). Loss of big employers from the Town (mixed use development and high-density family housing may be a solution.) Developments and Newbury's heritage are not joined. The public realm needs to be used better (how people use and occupy spaces around buildings).
Cllr Gary Norman	Newbury's national identifiers (Newbury Racecourse etc), the Town's connection to history (Civil War etc), and the scale of the Town (important as the town grows larger that it remains a friendly place).	There is an inappropriate focus on certain developments (commuter/retirement flats), the lack of leisure facilities generally but specifically for young people, and the high cost of accommodation.
Cllr Vaughan Miller	The location and accessibility to the rest of the country, access to the countryside for walking and cycling, and the number	The new large-scale developments, the lack of artisan shops, wasteful use of the Kennet Centre, and leisure activities for young people.

	and quality of free cultural events (festival of lights etc).	
Cllr Martha Vickers	The canal and the joy of walking into town, having a market and being a market town, the friendliness and connections between people, and the cultural offer.	Concerns about viability of independent shops and facilities for young people.
John Brownell	The Market	Affordable housing and car parking for market days and in the evenings

Some items discussed that could go into the Vision and Objectives were:

- The Wharf is wasted as a car park
- Increasing standards for new developments (EV charging points, inclusion of street trees, carbon neutral or net gain)
- Addressing developments climate impact/increasing climate resilience
- The pedestrianisation of the Town Centre
- Improving the walking environment (improvement of pavements, signage, pedestrian lights, and so on)
- Increasing access to health care (a centre per number of houses) and an NHS dentists
- Shifting the dwelling mix (houses versus flats and social and affordable)
- Keeping the Town Centre vibrant and not a dormitory Town (mix of retail, leisure, and residential)
- Addressing traffic issues
- Including open and green spaces in the Town and in developments
- Increasing the Towns cultural and leisure facilities (especially for young people) as well as a sporting/cultural hub
- Promoting heritage (through an adequate Conservation Area Appraisal)
- Attracting new business (starting incubator and accelerator hubs)
- Promoting co-working spaces
- Increasing the quality of neighbourhoods (the 15-minute neighbourhoods)
- Petition for revision of permitted development rights
- Better bus services (more frequent and cheaper)
- Free parking to encourage footfall in Town Centre

It was noted that all NDP policies need to be land use-based policies within the functions of a Planning Authority. In addition, long-term policies, such as site allocations, have been ruled out by the NTC Planning & Highways Committee NDP Report.

22. Forward Work Programme

It was agreed to add the following items to the Forward Work Programme for the NDP Steering Group:

- The next meeting of the Steering Group will be the formulation of the Vision and Objectives.
- Each member was tasked with drafting a potential Vision statement from the items discussed above in preparation for the next meeting.

23. To fix the date of the next meeting

The next meetings were agreed to be held on 08/02/2022 and 22/02/2022 at 7:00pm/19:00 via Zoom.

There being no other business, the Chairperson declared the meeting closed at 20:50 hrs.

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Newbury Town Council

Forward Work Programme for Planning and Highways Committee: 14th of February 2022.

Standing Items on each (ordinary meeting) agenda:

1. Apologies
2. Declarations of Interests and Dispensations
- 3.1 Approval of Minutes of previous meeting
- 3.2 Officers report on actions from 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 Prior Approval Applications (if any)
8. Schedule of Licensing Applications (if any)
9. Schedule of Appeal Decisions (if any)
10. Neighbourhood Development Plan – Update (if any)
11. The Western Area Planning Committee – Update
12. Sandleford Park Joint Working Group – Update
13. Newbury Community Football Ground – Update

To be confirmed	Follow-up discussion on footpath recommendations.
	Paths that have Cycle ban signs to be reviewed.
	Consider additional signage to countryside paths and open space within the parish of Newbury or immediately adjacent to it.
	Property of the Essex Wynter Trust at Argyle Road, Newbury.
March 7 th	Presentation: Kevin King from Great Western Rail on the Newbury Station Redevelopment
June/September/December/March (Quarterly)	Updates on Section 215 of the Town and Country Planning Acts.
	Updates on ongoing items.
Each November	Review of KPI's for Planning and Highways Committee
	Send Budget and Strategy proposals to RFO