

3 December 2019

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

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

Also: All Members of the Town Council for information.

Dear Councillor

You are summoned to attend a meeting of the **Planning & Highways Committee** to be held in the Council Chamber, Town Hall, Market Place, and Newbury on **Monday 9th December 2019 at 7.30pm**. The meeting is open to the press and public.

Yours sincerely,

Hugh Peacocke
Chief Executive Officer

1. **Apologies**

Chief Executive Officer

2. **Declarations of Interest and Dispensations**

Chairperson

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

3. **Minutes (Appendix 1)**

Chairperson

3.1 To approve the minutes of a meeting of the Planning & Highways Committee held on Monday 2019 (already circulated).

3.2 Report on actions from previous minutes.

4. **Questions and Petitions from Members of the Public**

Chairperson

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 NewburyTC

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

5. Members' Questions and Petitions

Chairperson

6. Schedule of Planning Applications (Appendix 2)

Chairperson

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

7. Schedule of Prior Approval Applications (Appendix 3)

Chairperson

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

8. Town and Country Planning Act 1990

Application No: 19/01153/FUL for Erection of two Detached B1 (C)/B8 Commercial units with ancillary B1 (A) accommodation. For 31 Bone Lane, Newbury.

Newbury Town Council's Comments: No objection.

Chairperson

To note that the above-mentioned Appeal is to be decided on the basis of an exchange of written statements. A copy of the document will be available at the meeting. Should the Council wish to make any comments at this stage, or withdraw, modify or add to any earlier comments the Council might have made, or request a copy of the decision letter, the Council should write to the Planning Inspectorate by Thursday 26th December 2019.

To consider next steps.

9. Schedule of Licensing Applications (Appendix 4)

Chairperson

To comment on the licensing applications listed at the attached schedule.

10. Schedule of Appeal Decisions (Appendix 5)

Chairperson

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

11. Update from The Western Area Planning Committee

Chairperson

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

12. Sandlesford Park Joint Working Group – Update

Chairperson

To receive an update on any relevant information.

13. **Updates on Section 215 of the Town and Country Planning Acts**
Chairperson
 - 13.1 **To receive** an update on any actions arising on the current list
 - 13.2 **To resolve** to add any other lands which the Council considers are injurious to the amenity of the area

14. **Planning & Highways Budget 2020-21 (Appendix 6)**
Chairperson

To recommend this Committee's budget to the Policy and Resources Committee for inclusion in the council's budget for 2020-21

15. **The Canal Corridor (Appendix 7)**
Chairperson

To Approve the additional Chapter to be added to The Town Design Statement

16. **Proposed Base Station Upgrade - Wash Common water tower, Battle Road, Newbury (Appendix 8)**
Chairperson

To respond to the consultation in this matter.

17. **Forward Work Programme for Planning and Highways Committee meetings 2018/19 (Appendix 9)**
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 on Monday 18th November 2019 at 7.30 pm.

Present

Councillors Phil Barnett; Jeffrey Cant (substitute); Martin Colston (Substitute); Nigel Foot; Roger Hunneman; Pam Lusby Taylor; Stephen Masters; Andy Moore; Gary Norman (Chairperson) & Tony Vickers.

In Attendance

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

87. Apologies

Councillors, Jeff Beck & Vaughan Miller.

88. Declarations of interest

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

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

In considering the following application, Councillor Tony Vickers declared that he had a Personal Interest and took no part in the vote: **19/02707/FULD**

In considering the following application, Councillor Stephen Masters declared that he had a Prejudicial Interest and took no part in the vote: **19/02767/COMIND**

89. Minutes

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

- **Minute No.77:** BT Tower –Councillors Gary Norman, Martha Vickers and the Chief Executive Officer will participate in a conference call regarding the Newbury BT Tower On Monday 25th November 2019

- **Minute No. 79:** Councillor Phil Barnett's Question - response was received from UCLH Charity regarding the empty properties of the Essex Wynter trust at Argyle road, Newbury. A number of the properties are still occupied by beneficiaries but, due to the various NHS re-organisations and the changing needs of nurses, it has been impossible to find sufficient qualified people who meet the residential criteria for the estate to be fully occupied. The two-storey cottages are becoming less suitable as current residents are in their senior years and their physical needs are increasing.

The beneficiaries are current and past NHS employees (nurses, midwives and other clinical staff) of The Middlesex Hospital and its successor body, University College London Hospitals NHS Foundation Trust. The trustees are actively looking at plans on how best to meet the objects of the charity and are looking at options for the estate at the moment.

The CEO was directed to request that The trust keeps the Council updated on proposals for these dwellings.

- **Minute No. 83:** Town Plan – Working Group are yet to convene to review the Town Plan.

Proposed: Councillor Phil Barnett

Seconded: Councillor Andy Moore

Resolved: That the minutes of the meeting of the Planning & Highways Committee held on Monday 28th October 2019, be approved and signed by the Chairperson.

90. Questions and petitions from members of the public

There were none.

91. Members' questions and petitions

There were none.

92. Schedule of planning applications

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

In considering the following application, Councillor Gary Norman abstained in the vote: **19/02591/FULD**

93. Schedule of Appeal Decisions

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

94. Town and Country Planning Act 1990**Application No. 19/01435/LBC2 for New signage to rear elevation for Camp Hopson, 7-11 Northbrook Street, Newbury.**

Members have the same opinion as previous comments submitted.

95. Update from the Western Area Planning Committee

There was no new information to receive at this time, the application for 5 Normay Rise, Newbury, was deferred to a later meeting.

96. Sandlesford Park Working Group – update

Cllr Tony Vickers reported that Greenham Parish Council would be requesting a meeting of the Joint Working group to prepare a response to application No. 19/02707/FUL (Park Cottage and Warren Road, Newbury for Donnington New Homes & Mr & Mrs Norgate)

97. Newbury Canoe Club

Members strongly support, in principle, the Canoe Club's proposals for a new access and offered to help regarding funding. It was suggested that the Canoe Club should also refer the matter to the District Council ward members to request funding through Members' Bids.

Proposed: Councillor Phil Barnett

Seconded: Councillor Andy Moore

Resolved to strongly support in principle, the Canoe Club's proposals for a new access

98. Key Performance Indicators

Councillors reviewed the Committee's current KPI's, and did not wish to change or add any further KPI's

99. Speed Indicator Devices

Proposed: Councillor Tony Vickers

Seconded: Councillor Martin Colston

Resolved: That Newbury Town Council supports West Berkshire's Speed Intervention Programme and the use by trained Councillors or volunteers of Speed Indicator Devices within the Town Council boundary, subject to the following conditions:

1. All potential SID operators are to be nominated by Newbury Town Council.
2. WBDC to inform the Council when SID training is successfully completed and also send a copy of the signed operators' agreements. (WBDC has now supplied a list of trained operators)
3. WBDC completes a standard risk assessment and asks the trained operator to work within those guidelines and report any issues so they can then assist to ensure everyone on the highway is safe.

4. Before the equipment is deployed, the operator or WBDC advises Newbury Town Council stating when and where this is to happen and what issue is being addressed.

The CEO will provide a list of Councillors and volunteers who are currently qualified to use the equipment. A press release will be published after the General Election on 12 December.

101 Consultation on Variation of Off-Street Parking and Market Street Charges

Members have no objection to the proposal.

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

Information was received and noted by the committee.

It was agreed to add an item to deal with parking at charging points for electric vehicles.

There being no other business the Chairperson declared the meeting closed at 21.56 hrs

Chairperson

DRAFT

**Planning & Highways Committee Meeting
Schedule of planning applications - Resolutions**

Running Order	Resolutions	Application Number	Location and Applicant	Proposal
1	No objection	19/02558/FULMAJ	Emerald House, Newbury Business Park, London Road, Newbury for Mountly Ltd	Increase the height of the building and replacement of mansard roof to include provision for a new third floor of residential accommodation (13 Units), provision of dormer windows on second floor and scheme of external design treatment to facilitate works.
2	No objection	19/02734/HOUSE	Fidelio, London Road, Newbury for James Piper	Two storey side and rear extension, involving demolition of garage to side and extension to rear of kitchen.
3	No objection	19/02762/HOUSE	179 Walton Way, Newbury for Matt Wyles	Proposed garage conversion, ground floor rear extension, floor plan redesign and all associated works.
4	No objection	19/02525/HOUSE	79 Greenham Road, Newbury for Nicholas Pearson	Replace and raise roof on existing garage.
5	No objection	19/02546/FULEXT	Sterling Industrial Estate, Kings Road, Newbury for Nelson Land Limited.	Section 73A: Variation of Condition 1 (approved Plans) of previously approved application (15/00319/FULEXT): Application for full planning permission for the demolition of existing buildings and structures, site remediation and the erection of 167 apartments, a new link road, carparking and landscaping.
6	No objection	19/02672/ADV	McDonald's, Newbury Retail Park, Pinchington Lane,	The installation of three new digital freestanding signs and a 15" digital booth screen.

			Newbury for McDonalds Restaurant Ltd	
7	No objection	19/02691/FUL	Vets 4 Pets, 3 Adlam Villas, Greenham Road, Newbury for Stuart Metcalfe	Section73: Variation of Condition 3 (No other use) of previously approved application (03/00679/FUL): Change of use to Veterinary Surgery.
8	No objection	19/02675/FUL	34 Stanley Road, Newbury for Oliver Campbell	Single storey rear extension creating new entrance for disabled people.
9	No objection	19/02703/ADV	2A Hambridge Road, Newbury for Squeegee and Ink	LED Display to display business advertisements on the premises near the roadside where there are already signage posts.
10	No objection	19/02768/HOUSE	61 York Road, Newbury for Husky Design Ltd.	Section 73: Variation of Condition 2 (Approved Drawings) of previously approved application (18/00547/HOUSE): Additional alterations to the rear of the premises, extending dormer and additional roof lights to front of the house.
11	No objection	19/02759/HOUSE	1 Rose Villas, The Folly, Newbury for Mr & Mrs Williams	Proposed single storey rear and side extension to create dining area/garden room.
12	No objection	19/02591/FULD	44 Donnington Square, Newbury for Mr C Roberts & Mrs D L Newton-Terry	Demolition of existing dwelling and erection of a replacement dwelling together with associated works.
13	No Objection	19/02279/FULD Amended Plans	Land Adjacent 4 Croft Lane, Newbury for G & R Wilson	New 3 Bed House.
14	No Objection	19/02595/HOUSE	62 Elizabeth Avenue, Newbury for Mr & Mrs Hook	Demolition of garage and erection of extension to front and side.
15	No objection	19/02632/HOUSE	Allington Lodge, Round End, Newbury for Mr & Mrs Jones	Demolition of existing garage and dining room with internal alterations. Proposed ground floor side extension to include sitting room/kitchen/WC

				and dining room. New roof light in existing roof.
16	No objection.	19/02681/HOUSE	Doric House, Tydehams, Newbury for Claire & Ian Barratt	New outdoor pool and summerhouse.
17	No objection.	19/02673/HOUSE	6 Gwyn Close, Newbury for Miss A Barefoot	Proposed part two storey part first floor side extension following part demolition of existing single storey extension, part garage conversion and replace single storey flat roof over porch/garage with pitched roof.
18	Strong Objection / comments: 1. The application will have a negative impact on road safety near the school. 2. There will be a negative impact on the environment, with the removal and damage to hedges and trees. 3. The application has an adverse effect on an established public footpath. 3. This application is clearly not relevant to the access needs of Warren Farm. 4. If this application has any relevance to the proposed Sandleford Park Development, it needs to state this clearly rather than mention as an aside. Further, if this is the case, it is very premature and should not even be considered	19/02707/FUL	Park Cottage and Warren Road, Newbury for Donnington New Homes & Mr & Mrs Norgate	Improvements and enhancements to Warren Road to serve Warren Road to serve New Warren Farm following demolition of Park Cottage with associated landscaping and trees.

	unless it forms part of the overall application for permission for the whole Sandleford Park Development, which should include a comprehensive design, with supporting evidence, for all access to the site.			
19	Members of the committee have no comments to make and are in agreement with the comment made by the Highways Officer in the lack of information provided.	19/02630/FULD	1 Gilroy Close, Newbury for Mr G Howe	New 2 storey 2-bed dwelling with minor internal alterations to 1 Gilroy Close, Newbury and associated external works.
20	No objection, provided the Highways Officer is satisfied.	19/02798/HOUSE	25 Sutherlands, Newbury for Mr & Mrs Bell	Two-storey rear extension, dormer windows and associated works.
21	No objection	19/02626/LBC2	17 The Broadway, Newbury for David Luff	Repair works to existing Cornice and repair works to existing first and second floor windows.
22	No objection	19/02257/ADV	63 Bartholomew Street, Newbury for Alexander Smith	Replacement fascia sign to front elevation with new small projecting shop sign perpendicular to building.
23	No objection	19/02258/LBC2	63 Bartholomew Street, Newbury for Alexander Smith	New external signage to replace existing and internal alterations to include new fixed furniture and removal of modern suspended ceiling.
24	No objection	19/02679/HOUSE	7 Rectory Close, Newbury for Mr & Mrs Thomas	Single storey rear extension with internal alterations and timber frame car port to side includes demolition of existing garage.
25	No objections	19/02676/HOUSE	37A Russell Road, Newbury for Peter Richardson	Section 73: Variation of Condition 2 – Approved plans of previously approved application 18/00541/HOUSE:

				Demolish single-storey garage and rear conservatory. Proposed two-storey side and rear extension and loft conversion, to create large family home. Widen existing dropped kerb access to provide four off road parking spaces.
26	No objection	19/02702/LBC2	23-24 Northbrook Street, Newbury for Shuropody	New non-illuminated sign decorates shopfront and internal shop fit.
27	Support. The design of the redevelopment has taken great care to address the potential concerns of all parties, is environmentally sound, and will provide a significant community facility.	19/02767/COMIND 19/02841	Newbury Baptist Church, Moreton Hall, Cheap Street, Newbury for Mr P Davey	Redevelopment of site compromising retention of main church building; demolition of single and two storey elements and erection of part single, part two storey extension to main church building to provide enlarged and enhanced community facility.
28	No objection	19/02787/FUL	21 Market Place, Newbury for The Sushi Maki Newbury Ltd.	Addition of internal stud walls to create storage room and entrance for toilet, wood cladding the walls and concrete finish – chance of use from A1 to A3.
29	No objection.	19/02788/LBC2	21 Market Place, Newbury for The Sushi Maki Newbury Ltd.	Addition of internal stud walls to create storage room and entrance for toilet, wood cladding the walls and concrete finish – chance of use from A1 to A3.

**Planning and Highways Committee Meeting
Schedule of Planning Applications
Monday 9th December 2019**

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

Running Order	Ward	Application Number	Location And Applicant	Proposal
1	Clay Hill	19/02747/LBC2	27 Shaw Road, Newbury for Mr & Mrs Pearton	Replacement of front and rear doors with period correct joinery.
2	Clay Hill	19/02746/HOUSE	27 Shaw Road, Newbury for Mr & Mrs Pearton	Replacement of front and rear doors with period correct joinery.
3	Clay Hill	19/02980/HOUSE	10 Pindar place, Newbury for Mr & Mrs Booker	Single and two storey extension, internal alterations including new window (north elevation).
4	East Fields	19/02834/ADV	Unit 1, Newbury Retail Park, Pinchington Lane, Newbury for Deichmann Shoes UK Ltd	2 no fascia signs, 1 no banner sign and 1 no projecting sign.
5	East Fields	19/02854/HOUSE	114 Newtown Road, Newbury for Mr & Mrs Davey	Removal below roofline of redundant side chimney.
6	Speenhamland	19/02840/FUL	Bartholomew House, 38 London Road, Newbury for Mrs C Quinton Smith	Change of use from Office B1a to Residential dwelling C3.
7	Wash Common	19/02820/FULD	67 Andover Road, Newbury for Mr & Mrs Kane	New dwelling on land at No. 67 Andover Road, Newbury.
8	Wash Common	19/02837/HOUSE	77 Andover Road, Newbury for Mr & Mrs Jones	Proposed first floor rear extension and associated internal alterations.
9	Wash Common	19/02873/HOUSE	39 Wendan Road, Newbury for Mr & Mrs Coldman	Demolition of rear conservatory and side garage and extension to create single storey extension and two storey side extension.

10	Wash Common	19/02573/HOUSE (Amended Plans)	The Gardners Cottage, Tydehams, Newbury for Mr & Mrs L Arnold	Demolition of existing outbuildings and garage with new extension comprising double garages, store and family room with bedrooms above and attic den. Resubmission of approved application ref: 18/02575/HOUSE to include amendments to roof tiles, windows and new soffits & fascia. (Amended: New soffits and fascia are added to the description of the development. The amendments are reflected in Drawing 2019-212-002H Nov 2019).
11	West Fields	19/02839/ADV	21 Market Place, Newbury for The Sushi Maki Newbury Ltd	Move current signage from 23 Market place to 21 Market Place.
12	West Fields	19/02808/HOUSE	57 Rectory Close, Newbury for Mr & Mrs J Richards	Proposed roof space conversion and associated first floor alterations.
13	West Fields	19/02851/ADV	50 Northbrook Street, Newbury for Thi Nails	One fascia sign and one projecting sign.
14	West Fields	19/02852/LBC2	50 Northbrook Street, Newbury for Thi Nails	Proposed new signage.
15	West Fields	19/02857/MDOPO	Land to the Rear of 1-15 The Broadway, Newbury for Kiesal Properties Ltd	Modification of planning obligation S106 clauses 5-10 dated 12/11/2014 of approved 14/00146/OUTMAJ Outline Application: Development of 72 Flats. Matters to be considered: Access, Appearance, Layout and Scale.
16	West Fields	19/02899/LBC2	45 Northbrook Street, Newbury for Silverplay	Fascia sign with overhead pelmet illumination.
17	West Fields	19/02877/ADV	45 Northbrook Street, Newbury for Silverplay	Fascia sign with overhead pelmet illumination.
18	West Fields	19/02905/OUT	1 St Marys Road, Newbury for Jacolyn Tankaria	Outline application to demolish existing house, construct a pair of semi-detached two storey and attic houses with parking to front with all matters reserved.

19	Adjacent Parish (Clay Hill)	19/02916/OUTMAJ	Hambridge Lake, Hambridge Road, Newbury for Mr Hamilton	Outline application for erection of 41 holiday chalets and clubhouse, access, parking and landscaping. Matters to be considered: Access.
20	Adjacent Parish (Clay Hill)	19/02957/RESMAJ	History 3, Newbury Racecourse, Racecourse Road, Newbury for David Wilson Homes Southern	Approval of reserved matters following permission 14/03377/RESMAJ. Approval of minor amendments to the appearance/layout of one end of apartment block A3 and associated amendment to adjacent landscape areas.

Application for Prior Approval

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

Running Order	Ward	Application Number	Location And Applicant	Proposal
1	West Fields	19/02315/PACOU	4-5 Saddlers Court, Newbury for Asset Rock Ltd.	Notification of prior approval of change of use from office to dwelling house.

**Planning and Highways Committee Meeting
Monday 9th December 2019**

Schedule of Licensing Applications

Licence	Applicant(S)	Premises
Licensing Act 2003 (Premises Licences & Club Premises Certificates) Regulations 2005 Premises Licence – New Ref: 19/1536/LQN	Applicant: Mr Arif Goksel Location: 21 Market Place, Newbury, Berkshire, RG14 5AA	Proposal: Supply of Alcohol – Monday to Sunday from 12:00 to 15:00 & From 17:00 to 22:00

**Planning and Highways Committee Meeting
Monday 9th December 2019**

Schedule of Appeal Decisions Made by The Planning Inspectorate

Application No.	Location And Application	Proposal
18/01762/FULD	5 Centrix House, Oxford Road, Newbury for	Extension of the existing second floor and construction of a new third floor on an existing building to provide five extended and two new residential units, construction of refuse storage, provision of car parking and cycle parking and associated landscaping.
<p>NTC Observations: Objection / comment:</p> <ol style="list-style-type: none"> 1. This application seeks to expand the prior approval consent 18/01618 for this property with extension of five approved dwellings and addition of two further dwellings. 18/01618 included and accepted shortfall of 4 parking spaces under West Berkshire Council's parking policy. The present application would extend this shortfall to six parking spaces, which is not acceptable. We note that queuing already takes place at the adjoining roundabout and at the entrance to Waitrose, and parking in the surrounding streets should be discouraged. 2. The parking spaces in the undercroft are tight, and in our view parking congestion will occur. 3. We are satisfied with the proposed bicycle storage. 4. The applicant agreed to install sprinklers on the proposed third floor, if approved. 		
<p>Planning Inspectorate's Decision – The Appeal Is Dismissed (A Copy Of The Notice Will Be Available At The Meeting)</p>		

	Current Year 2019/20		Actual YTD 30.09.2019	Projected Expenditure	Next Year Budget 2020/21	
	Agreed Budget	Revised Budget				
<u>Planning & Highways</u>						
Salary Reallocation	40,410		20,502	40,410	46,436	
Heritage Working Group	-		1,278	-	3,000	
Neighbourhood Development Plan					10,000	
Canal Corridor Action Plan signage for cyclists/ pedestrians					10,000	Funded from CIL
P&H Committee Fund	2,000		642	1,000	1,000	Funded from CIL
Overheads Expenditure	42,410	-	22,422	41,410	80,436	

The Canal Corridor

Newbury Town Design Statement

Contents

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



1. Introduction

The Kennet & Avon Canal is an important leisure, tourist and recreation asset for the Town of Newbury. It is a green corridor of immense wildlife and biodiversity value for the town. The Canal provides important health and wellbeing benefits to the community, in terms of mental and physical health and its widespread use, especially by young children, older residents and as lunch spots for local workers. The canal also has a value as a place where people tend to gather or pass through, therefore helping to build a stronger sense of community.

It flows from west to east through Newbury and the area around Newbury Bridge and Newbury Lock in the town centre is probably Newbury's best known landmark.

The Canal plays a large role in defining the character of the town. The towpath provides a route through town that can be accessed easily from anywhere in Newbury and provides a safe walking and cycling route from Newbury to Thatcham and beyond. Visitors and residents alike are drawn naturally to the Canal. Parts of the towpath are very busy such as from Victoria Park up through West Mills. Stretches on either side are quieter, but everywhere on the Canal is an escape from busy roads and it offers various places of peace and the opportunity to slow down.

The scenery is varied along the route with plenty of moored boats to admire on the eastern side towards Greenham, an attractive park vista at Newbury Wharf alongside Victoria Park, a narrow stretch with some attractive buildings up to Newbury Bridge, the industrial heritage fascination of Newbury Lock, and the peaceful vista of West Mills, a quite remarkable haven given its proximity to the town centre. The canal has a welcoming aspect for those visitors disembarking from the bus and coach station, whilst giving an unusual and picturesque route into town.

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

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

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

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

Balance and respect amongst the many different users is key. Boaters, canoeists, cyclists, anglers, walkers, residents along the corridor, birds, fish and plants can all co-exist and enjoy the Canal in harmony for most of the time. But that depends on goodwill, sensible planning approaches and light regulation. (Users should be aware of the “Share the Space” and “Drop the Pace” guidance.) The canal can be enjoyed by all of us and we have a duty to conserve and protect it for future generations.



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

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

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

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



2. History

The River Kennet has been important to the West Berkshire area since prehistoric times, with nationally-significant finds from the Mesolithic period along the valley from Hungerford to Woolhampton. Newbury grew up at an obvious bridging point of the River Kennet which meandered and spread through the shallow valley on its way to join the Thames at Reading. Two mills were sited on the Kennet in Newbury by the time of the Domesday survey in 1086 (Town Mills and West Mills).

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

The Kennet & Avon Canal was extended further west from the 1790's, opening throughout in 1810. The canal became the main trade route between Bristol and London and Newbury became a busy inland port. Trade consisted mostly of meal, flour and cheese from Newbury towards London with return cargoes of groceries, coal, timber and heavy goods such as iron. By 1760 the improvements that had been made to the navigation allowed the development of

the 'Newbury Barge' which was 33 metres long and carried 128 tons.

By 1788, Canals were being built all around the country. A group formed under the chairmanship of Berkshire MP Charles Dundas promoted a Canal from Newbury to meet the River Avon Navigation at Bath. Newbury Wharf was the furthest inland navigable point from the Thames until 1794 when work started on the creation of the Kennet & Avon Canal link to Bath. The canal became the main trade route between Bristol and London and Newbury became a busy inland port. After an Act of Parliament in 1794, work began from the Newbury end. There were challenges over the route, the water supply and engineering but the Canal finally opened in 1810, thus connecting London with Bristol.

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

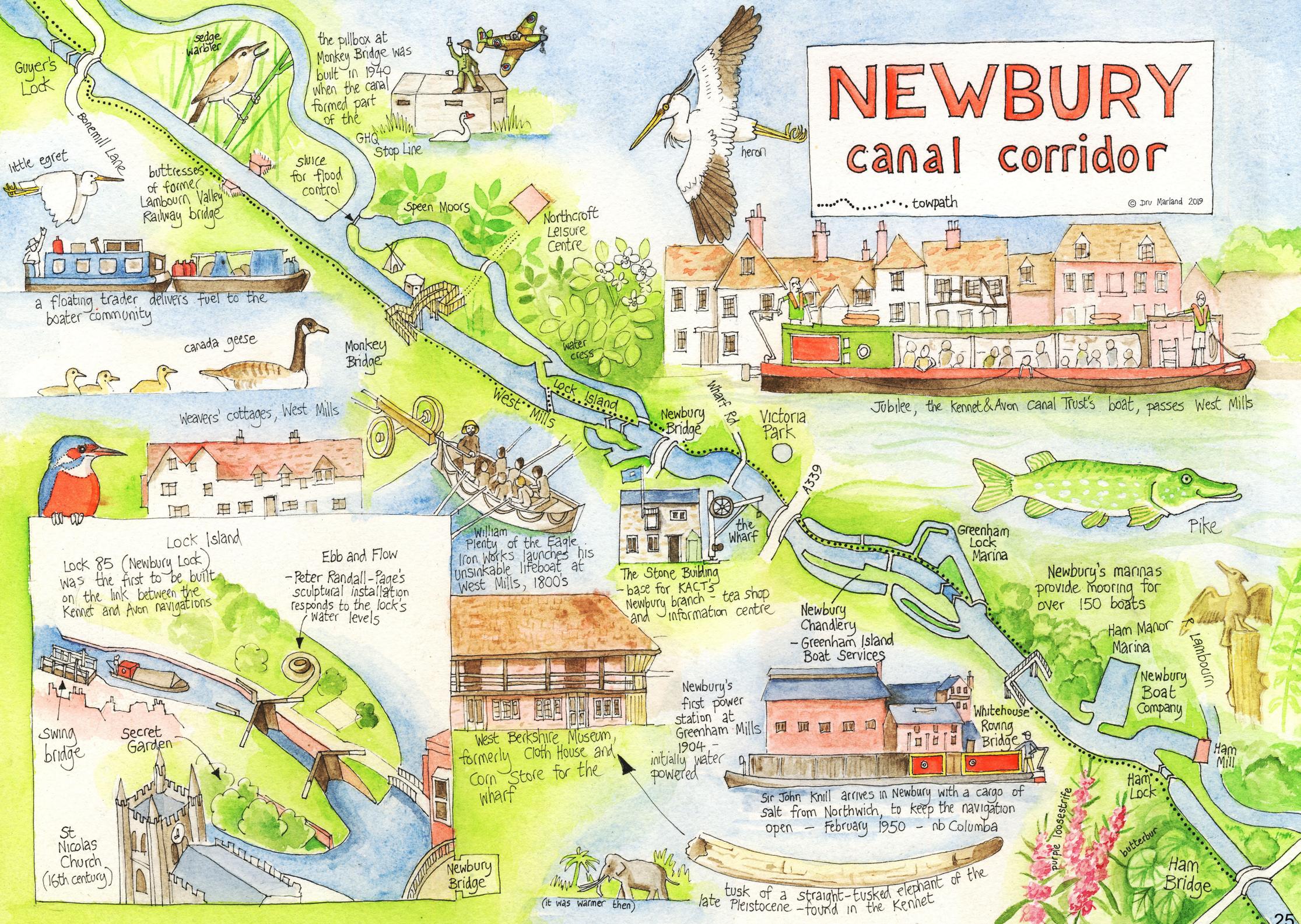
A large basin was dug at Newbury Wharf to allow the loading and unloading of boats and in the 18th century the Wharf became a large complex of warehouses, workshops, offices, stables, store yards and docks with a crane to load and unload cargo.

In 1841, the Great Western Railway opened between London and Bristol. This immediately created competition for the Canal. In 1851, the railway company bought the Canal and a long slow decline started. By 1852 the Great Western Railway had taken most of the canal's trade. Within a hundred years, virtually all evidence of the former basin had disappeared under tarmac and concrete, and much of the canal was disused and threatened with closure. The Canal made its last profit in 1878. Trade continued, often over shorter journeys well into the 20th century and the Canal played an important role as a defensive "Stop Line" when Britain was under threat of invasion, during the Second World War.

In the 1950's the protests and actions of John Gould, and a handful of Newbury traders, averted closure of the canal and sparked four decades of restoration. This culminated in HM The Queen re-opening the canal in 1990.

NEWBURY canal corridor

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GUYER'S LOCK

sedge warbler

the pillbox at Monkey Bridge was built in 1940 when the canal formed part of the GHQ Stop Line

GHQ Stop Line

heron

Little egret

buttresses of former Lambourn Valley Railway bridge

sluice for flood control

Speen Moors

Northcroft Leisure Centre

a floating trader delivers fuel to the boater community

canada geese

Monkey Bridge

water cress

Jubilee, the Kennet & Avon Canal Trust's boat, passes West Mills

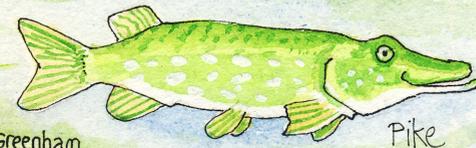
Weavers' cottages, West Mills

West Mills

Newbury Bridge

Victoria Park

Jubilee, the Kennet & Avon Canal Trust's boat, passes West Mills



Pike

Lock Island

Lock 85 (Newbury Lock) was the first to be built on the link between the Kennet and Avon navigations

Ebb and Flow
- Peter Randall-Page's sculptural installation responds to the lock's water levels

Swing bridge

Secret Garden

St Nicolas Church (16th century)

Newbury Bridge

William Plenty of the Eagle Iron Works launches his unsinkable lifeboat at West Mills, 1800's

The Stone Building
- base for KACT's Newbury branch - tea shop and information centre

Newbury's first power station at Greenham Mills 1904 - initially water powered

West Berkshire Museum, formerly Cloth House and Corn Store for the wharf

the Wharf

Greenham Lock Marina

Newbury's marinas provide mooring for over 150 boats

Ham Manor Marina

Newbury Boat Company

Ham Mill

Ham Lock

Ham Bridge

Lambourn

purple loosestrife

butterbur

St John Knill arrives in Newbury with a cargo of salt from Northwich, to keep the navigation open - February 1950 - nb Columba

tusk of a straight-tusked elephant of the late Pleistocene - found in the Kennet (it was warmer then)



The last through journey by a narrowboat was in 1951 and the Canal quickly fell into disrepair. A group of traders and enthusiasts including Newbury businessman, John Gould, MBE, campaigned to prevent formal closure and a petition to the Queen in 1955 attracted publicity to the cause. But a 1958 Parliamentary Committee of Inquiry concluded that there was 'no justification' for restoring the Kennet & Avon. The founders of the Kennet & Avon Canal Trust disagreed and, following the charity's formation in 1962, started campaigning and working practically to restore the Canal. This continued over 3 decades and culminated in HM The Queen re-opening the canal in 1990. Without the herculean efforts of John Gould MBE and other Kennet & Avon Canal Trust volunteers the town would probably not have the asset of which it is so justly proud. Since then the Kennet & Avon has enjoyed a second life as one of southern England's most important leisure facilities. In 2018, the waterway is becoming part of 'The Great West Way' a new tourism initiative promoting visits along the Corridor between London and Bristol.

3. The Character of the Canal Corridor

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

This diversity of water is reflected in the habitats seen along the Canal which in some places has the effect of occupying a very wide strip of land. The land above Northcroft opposite the towpath is difficult to access and an important strip of rural habitat. From Northcroft down to Newbury Lock, an area of lush water meadow attracts an incredible range of wildlife.

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

From the Town Centre to the western town boundary



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

Several yards going north on the west side is a path leading to the Lock, Stock and Barrel public house and on each side of the path are historic buildings, such as Cote Brasserie

(originally a building of the 1490's, with later alterations), and Newbury Building Society which was built by 1791. Access to the Canal is under a concrete Bridge and across a wooden foot bridge skirting the Lock, Stock and Barrel on the right. The newly improved path slopes up to the first Lock while on the right hand side is the River Kennet flowing east. Volunteers from the community are working on the Secret Garden project taking place on Newbury Lock Island, where John Gould and his wife are interred (The Globe Garden). This garden, to the south of Newbury lock, was the garden for the long-established Globe Inn, which stood where Lloyds Bank stands now, with a footbridge across the mill-race to the rear, connecting it to the garden (This Globe Inn was demolished in the 19th century, and the name then transferred to a new building in Bartholomew Street).

It is now the site of the Secret Garden which promotes community and celebrates the relationship between the canal and the people of Newbury on the lock side. Behind the walls the garden provides a space supporting those in need - working against loneliness in our community, as well as promoting well-being and ecological education. The footprint of the lock-keeper's cottage can also be seen on the island.

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



The towpath continues westwards with the Canal on the south side and moorings for many narrow boats. Across the Canal are the historic buildings in West Mills, some of which are

over 400 years old and the most prominent feature is the 16th century Grade I Listed building, St. Nicolas Church. The towpath terminates at a wooden swing Bridge with a road turning north around buildings associated with the former mill, which ends at a residential property with no access to the northern aspect of the Canal and river.



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

A relatively new pedestrian and cycle Bridge, the Monkey Bridge, straddles the Canal and links the Northcroft Recreation Centre with Russell Road by a pathway going north and south. At this point there is a Community Notice Board. There are also signs indicating the towpath is used by both cyclists and pedestrians. Further west is a late 20th century elderly persons' development with amenity areas adjacent to the Canal. Past this residential building are more 19th century residential properties with long gardens extending down to the towpath, followed at the end of Russell Road by 1980's-built properties, some of which were constructed on the alignment of the Lambourn Valley Railway, opened in 1898 and dismantled in the late 1970's. Immediately to the west of the residential area are open fields, used for sheep pasture, which extend into the Enborne Parish Council area. On the northern side of the Canal to the west of the Monkey Bridge, there is a small area of land used by

houseboat residents, with a wartime pillbox being a prominent feature visible adjacent to the Bridge and bordered by a fenced area used for animal grazing. The River Kennet spurs off to the north, with the marshy land between the river and the Canal to the west being important for retaining water in the event of flood conditions. A short distance on the northern side is the remains of the Bridge and embankment which carried the Newbury to Lambourn railway across the Canal. The Town Council's boundary is roughly at this point



From the Town Centre to the eastern town boundary

The only access to the Canal Towpath just north of the Town Bridge (Bridge 60) is a sloping path between the former Ginsters' Pasty Shop (now closed) and Costa Coffee in Northbrook Street. At this point there is no towpath on the southern side until the Wharf area. The Canal itself runs through a single arch of the Bridge but it widens subsequently. As the towpath does not continue under Town Bridge (Bridge 60), the horses towing the boats had to go up the alley and across Bridge Street. You can see where the towropes wore away the bricks on the corner of the passageway.

With the exception of the 18th-century Old Rectory, the buildings on the north side are modern and bounded by railings while on the southern side of the Canal can be seen the backs of shops and restaurants.

There is a need to protect these aspects to ensure that they are in keeping with a Conservation Area. Further along the southern side are restaurants and pubs with open areas for customers to sit out and admire the Canal and the narrow boats as they pass up and down the Canal.



Continuing along the northern side of the towpath is the Waterside Centre owned by West Berkshire Youth. Working with Bradfield College they have plans to redevelop this facility for use by youth groups in the town. The modern architecture of the Camp Hopson furniture department blends in well. The towpath then narrows and pedestrians and cyclists have to negotiate the narrow path under the single carriageway Bridge linking Park Way with the Wharf. A signboard stating cyclists should dismount is usually ignored. On each side of the middle column of the Bridge are sited the plaques of Newbury Borough Council (abolished 1974) and Newbury District Council (abolished 1998) which gives it an identity.



The vista opens up to the attractive and well-kept Victoria Park on the left and the open area of the Wharf on the southern side with the Library and Stone building highlighted. The Stone Building is home to the Newbury Branch of the Kennet & Avon Canal Trust and houses the Teashop by the Canal, which is open daily for light refreshments, cakes, sandwiches, etc. Upstairs is the John Gould room, which serves as a multi-function room. Designed as a Canal Information Centre, there are information boards explaining the canal from past to present and other information material for visitors to peruse.

The Trust's trip boat, The Jubilee, operates from the Wharf. It is maintained and run entirely by trust volunteers. Jubilee is a narrowboat and provides public trips from April through to October on Thursdays and at weekends. Special themed trips aimed at children such as Pirate, Halloween and Santa trips are run during school holidays. In addition, the boat is available for fully-crewed private charters for birthdays, anniversaries, work and social events, etc. See Jubilee's dedicated website for more information: jubilee.katrust.org.uk



At the convergence of paths leading into Victoria Park is a notice board produced by the Canal & River Trust which gives information about the Canal. Passing Victoria Park, the towpath veers right and passes under the A339 Bridge and the path becomes a rough earth and stone pathway. There is a weir on the left of the Canal which is where the river separates from the Canal. On the southern bank is the Police Station and now defunct Magistrates Court building and the new Canoe Club building and canoe store. With the development of the new canoe club building the club will increase its membership and develop a strategy for canoeing in the Newbury area. Further improvements to the boat store and the wharf adjacent to the club will also be sought.



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

Further on a large wooden Bridge straddles the Canal suitable for pedestrians and cyclists. This gives access to the area of Greenham Mill which has been extensively developed with modern blocks of flats.



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

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

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

4. Related Buildings

a) Listed buildings

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



- The Stone Building, Newbury Wharf.

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

b) Non-listed buildings (a selection only)

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



c) Demolished buildings

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

5. Special Canal Significance

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

6. Recommended Design Guidelines

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

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

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

- positively address the water
- integrate the towing path and open up improve access to all of the waterway
- link waterside space and the water space
- use the water space itself
- incorporate access and other improvements
- engage with and tease out the qualities and benefits of being by water
- reflect the scale of the local waterway Corridor to the wider neighbourhood
- Improve diversity of indigenous flora and fauna
- Improve aesthetics and vistas and sensuousness of the space (smell, sound)
- Not increase domestic or industrial noise
- Be carbon neutral/ zero carbon over 20 years (including inbedded carbon)
- Prioritise walking and cycling
- Increase provision of quiet and safe place
- Include a plan to demonstrate that the proposal will minimise the light impact on the environment/ ecology of its surrounds
- Encourage environmentally friendly materials

Housing in and adjacent to the Canal Corridor

There is scope potential for building redevelopment especially on the eastern northern side of the Canal below Victoria Park east of the A339 as the light industrial areas of Newbury give way to housing. Done well, this will enhance the Canal, but it is vital to preserve the green character of the Canal Corridor by not building too close to the water.

- A. All new developments on the Canal Corridor should respect the height, proximity to the Canal, and design of existing buildings, along with the effect on public access to the Canal. Every effort should be made to enable and encourage residents of new residential developments to use sustainable modes of transport, including cycling and walking along the Canal towpath, for their local journeys wherever possible
- B. The rising height of recent developments mean that even buildings outside the Canal Corridor may have an impact.

Newbury Wharf

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

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

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

West Mills

The West Mills area, with a large proportion of listed buildings, is one of the jewels of Newbury in terms of history, architecture and atmosphere. This history is closely interwoven with that of the river and predates the creation of the Canal. A corn mill stood at West Mills, which was bought by Hovis in 1921 and sold in the 1950's.

In 1965 a fire destroyed some of the mill buildings; however the remains were incorporated into homes. The tall building was the granary.

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

General Character

- G. The Canal still represents a sliver of countryside which reaches right into the town centre, and this ambience should be respected.
- H. Surfacing the towpath should be carried out in a way and with materials which are sympathetic to the countryside ambience which generally prevails alongside the Canal, and (in most locations), park-like development with tarmacked paths and kerbs should be avoided.
- I. At times the countryside atmosphere is achieved by a very narrow band of plants alongside the towpath. This needs to be protected and where possible enhanced.
- J. Development should not detract from the character of the Canal and undermine its role in getting everyone to 'just slow down'. The towpath is a great and safe opportunity for cycling, however every effort must be made to encourage considerate cycling, at low speed, in the town area having regard to the safety and comfort of other Canal and towpath residents and users.
- K. Access to the towpath west of Newbury Bridge gives a "reveal," with a narrow tunnel opening out suddenly into an area with grass and trees. Although seen by some as inconvenient, this makes a dramatic entrance to the Canal and should be protected. Additional signage would enhance the use of this access
- L. Developments along the Canal Corridor should be designed so as to minimise the risk of anti-social behaviour and enhance public safety.



Access

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

Conservation Area Appraisals

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

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

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

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



7. Design Principles

A. Use of Planning Conditions

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

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

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

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

B. Community Involvement

Local authorities and navigation authorities should seek to engage local communities in the future planning of their local waterways, so as to secure community ownership and use.

(The Secret Garden Project is a small community project with volunteers from Newbury's West Field's Community Matters group. Set up in 2015, the aim of the Community Matters group, is to bring back a sense of community to the local area, to provide a support network for those who find themselves in need - a friendly face or a helping hand.

Community Matters have adopted the Globe Garden, the final resting place John Gould and his wife Winnie, and aim to create an area where local people can enjoy the beauty of the gardens, the canal and the safe spaces they plan to create - a secret garden retreat where people can get together or find some peace on their own. Where adults and children can explore the beauty and natural surprises the garden will offer.

The Secret Garden Project is about coming together as a community & working towards creating a space that will be of benefit to everyone. The people involved are passionate about rescuing this hidden gem and sharing it with the town, to give people somewhere to rest, to learn, to partake & to grow.

Along with the Globe Garden the Secret Garden project, in collaboration with NTC and the CRT, are designing and developing the north side of Lock Island. The space will be opened up and made accessible to the whole community, with an education space close to the Lock,

Stock and Barrel, and a community orchard to the west of the hard -standing.)

C. Consultation by Planning Authority

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

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

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

E. Policy Formulation

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

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



F. Well-designed places

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

G. Heritage

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

H. Sustainable Travel & Air Quality

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

I. Development on Canal & River Trust land

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

Membership of The Newbury Town Council Canal Corridor Working Group

1. Newbury Town Council:

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

2. Other interested Organisations:

- The Canal & River Trust: Jane Hennell, MRTPI, Area Planner and Simon Kirby, BSc, (Hons), Customer Operations Supervisor
- The Kennet & Avon Canal Trust (The Chairman)
- Inland Waterways UK (Verna Smith, S.E. Region Chairman and Ellen Hawes)
- West Berkshire Spokes: Clive Tombs and Josh Kerry
- West Berkshire Ramblers: Graham Smith
- The Newbury Society: Dr. David Peacock
- West Berkshire Heritage Forum: Mr. Adrian Edwards
- The Secret Garden Project: Sukey Russell-Hayward
- Newbury Canoe Club: Ed Cooper
- Newbury Anglers Association: Steve Todd
- Newbury Boat company: Emma Fearnley
- Greenham Lock Marina: Peter Holland

List of reference documents

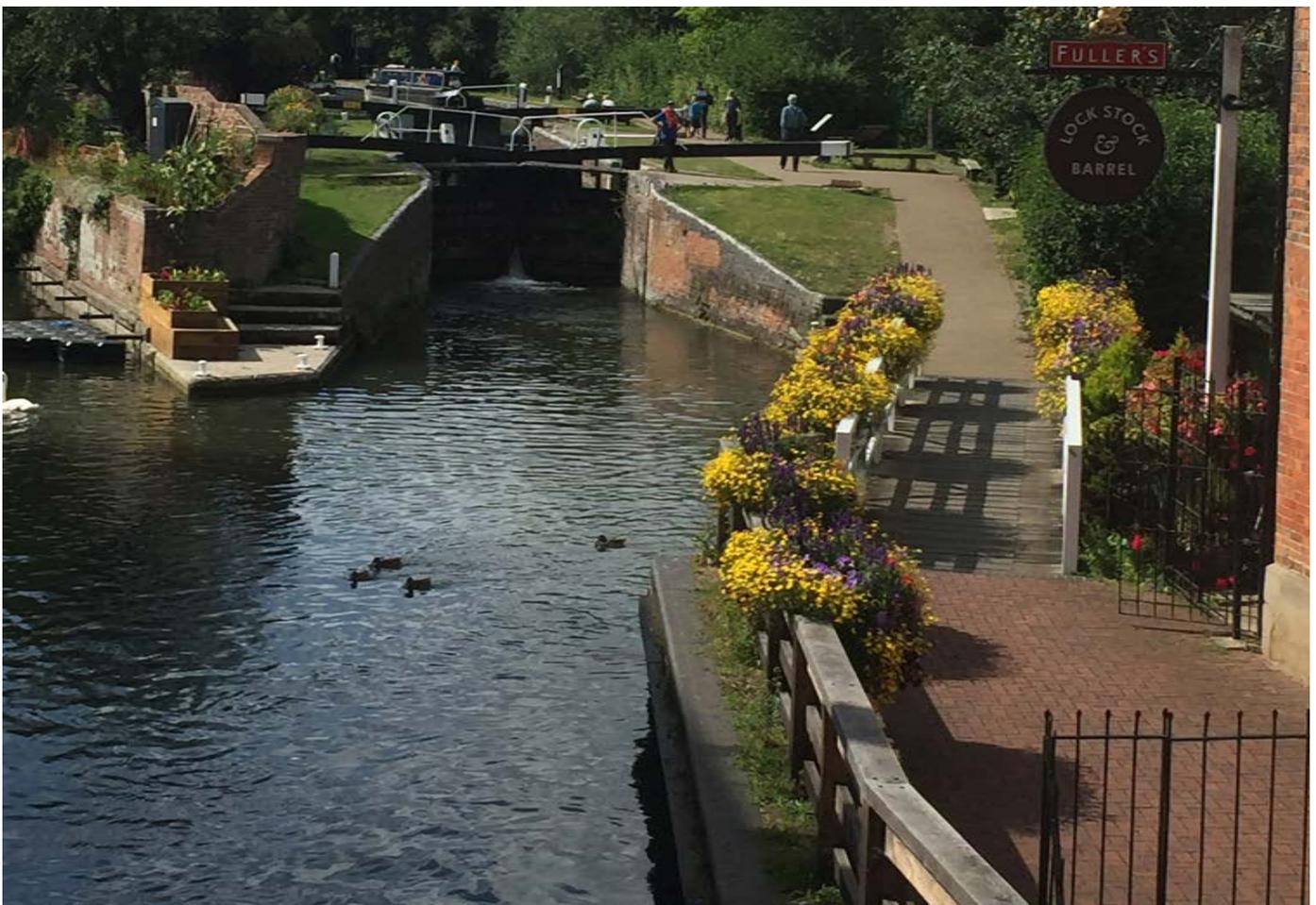
- **The Canal & River Trust:** “Guidance for Towpath Design”, “Transforming Places”, “Planning for waterways in Neighbourhood Plans”
- **Inland Waterways UK:** “Policy Advice Note: Inland Waterways: Unlocking the Potential and Securing the Future of Inland Waterways through the Planning System”

If there are any links to wildlife surveys or other relevant documents they could be inserted here.

**Newbury Town Design
Statement**

Canal Corridor

December 2019 - DRAFT





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Guyers Lock

Bonemill Lane

sedge warbler



the pillbox at Monkey Bridge was built in 1940 when the canal formed part of the

GHQ Stop Line



little egret



buttresses of former Lambourn Valley Railway bridge

sluice for flood control

Speen Moors

Northcroft Leisure Centre



a floating trader delivers fuel to the boater community

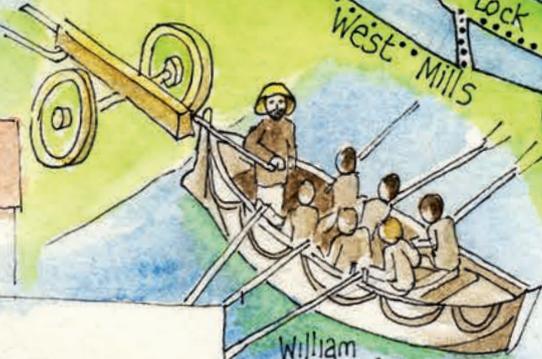
canada geese



Monkey Bridge

Lock Island

Weavers' cottages, West Mills



West Mills



Lock Island

Lock 85 (Newbury Lock) was the first to be built on the link between the Kennet and Avon navigations

Ebb and Flow

- Peter Randall-Page's sculptural installation responds to the lock's water levels

William Plenty of the Eagle Iron Works launches his unsinkable lifeboat at West Mills, 1800's

The base Newb and



Swing bridge

Secret Garden



St Nicolas Church (16th century)

West Berkshire Museum, formerly Cloth House and Corn Store for the wharf

Newbury Bridge



(it was warmer then)

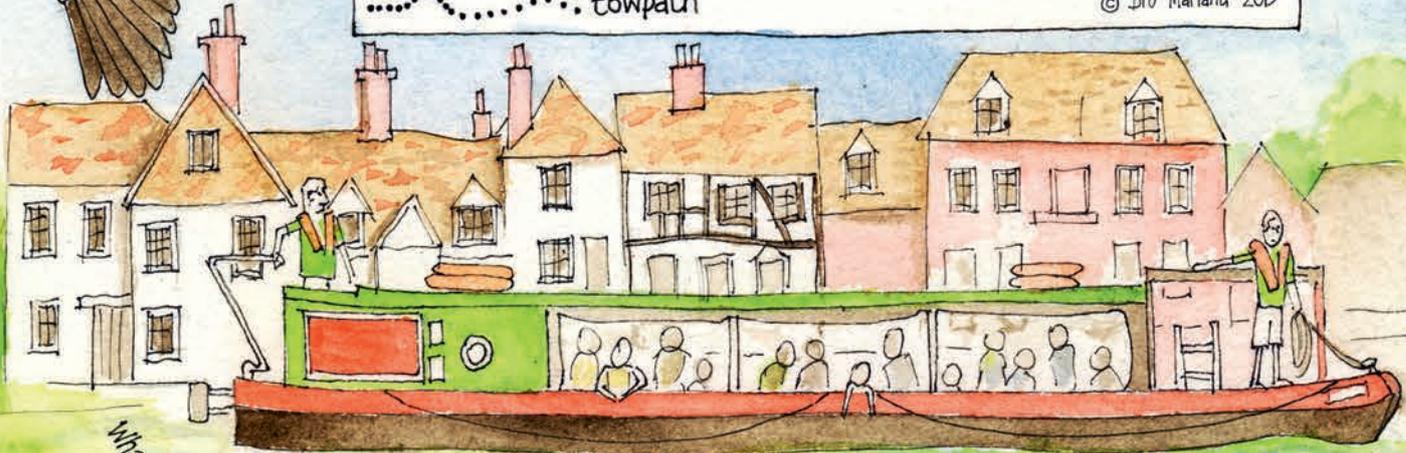
NEWBURY canal corridor

..... towpath

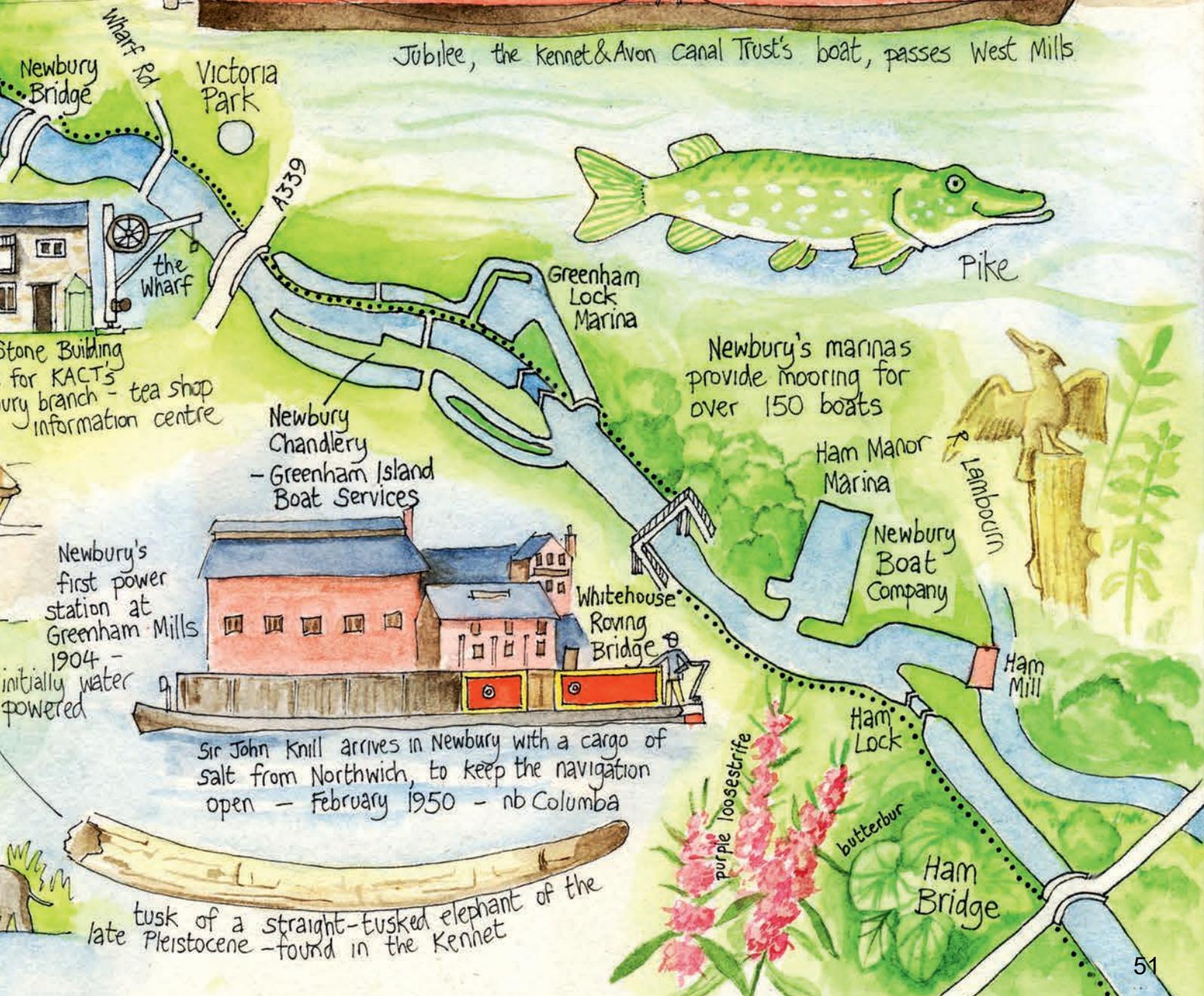
© Jrv Marland 2019



heron



Jubilee, the Kennet & Avon Canal Trust's boat, passes West Mills



Pike

Newbury's marinas provide mooring for over 150 boats

Ham Manor Marina

Newbury Boat Company

Ham Mill

Ham Lock

Ham Bridge

purple loosestrife

butterbur

Newbury's first power station at Greenham Mills 1904 - initially water powered

Sir John Knill arrives in Newbury with a cargo of salt from Northwich, to keep the navigation open - February 1950 - nb Columba

tusk of a straight-tusked elephant of the late Pleistocene - found in the Kennet

1 Introduction

The Kennet & Avon Canal is an important leisure, tourist and recreation asset for the Town of Newbury. It is a green corridor of immense wildlife and biodiversity value for the town. The Canal provides important health and wellbeing benefits to the community, in terms of mental and physical health and its widespread use, especially by young children, older residents and as lunch spots for local workers. The canal also has a value as a place where people tend to gather or pass through, therefore helping to build a stronger sense of community.

It flows from west to east through Newbury and the area around Newbury Bridge and Newbury Lock in the town centre is probably Newbury's best known landmark.

The Canal plays a large role in defining the character of the town. The towpath provides a route through town that can be accessed easily from anywhere in Newbury and provides a safe walking and cycling route from Newbury to Thatcham and beyond. Visitors and residents alike are drawn naturally to the Canal. Parts of the towpath are very busy such as from Victoria Park up through West Mills. Stretches on either side are quieter, but everywhere on the Canal is an escape from busy roads and it offers various places of peace and the opportunity to slow down.

The scenery is varied along the route with plenty of moored boats to admire on the eastern side towards Greenham, an attractive park vista at Newbury Wharf alongside Victoria Park, a narrow stretch with some attractive buildings up to Newbury Bridge, the industrial heritage fascination of Newbury Lock, and the peaceful vista of West Mills, a quite remarkable haven given its proximity to the town centre. The canal has a welcoming aspect for those visitors disembarking from the bus and coach station, whilst giving an unusual and picturesque route into town.

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

The Canal is multi-functional and has a variety of users. It is especially popular with canoeists who train for a series of important races leading up to the world class Devizes to Westminster race every Easter. With their smart new centre, Newbury Canoe Club does a great job of getting people old and young afloat on the Canal. And

the Kennet & Avon Canal Trust provides public boat trips to nearly 5,000 people each year on Newbury's own passenger boat, Jubilee.

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

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

Balance and respect amongst the many different users is key. Boaters, canoeists, cyclists,



anglers, walkers, residents along the corridor, birds, fish and plants can all co-exist and enjoy the Canal in harmony for most of the time. But that depends on goodwill, sensible planning approaches and light regulation. (Users should be aware of the “Share the Space” and “Drop the Pace” guidance.) The canal can be enjoyed by all of us and we have a duty to conserve and protect it for future generations.

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

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

to painting need to be sympathetic with the setting.

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

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



2 History



The River Kennet has been important to the West Berkshire area since prehistoric times, with nationally-significant finds from the Mesolithic period along the valley from Hungerford to Woolhampton. Newbury grew up at an obvious bridging point of the River Kennet which meandered and spread through the shallow valley on its way to join the Thames at Reading Two mills were sited on the Kennet in Newbury by the time of the Domesday survey in 1086 (Town Mills and West Mills).

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

The Kennet & Avon Canal was extended further west from the 1790's, opening throughout in 1810. The canal became the main trade route between Bristol and London and Newbury became a busy inland port. Trade consisted mostly of meal, flour and cheese from Newbury towards London with return cargoes of groceries, coal, timber and heavy goods such as iron. By 1760 the improvements that had been made to the navigation allowed the development of the 'Newbury Barge' which was 33 metres long and carried 128 tons.

By 1788, Canals were being built all around the country. A group formed under the chairmanship of Berkshire MP Charles Dundas promoted a Canal from Newbury to meet the River Avon Navigation at Bath. Newbury Wharf was the furthest inland navigable

point from the Thames until 1794 when work started on the creation of the Kennet & Avon Canal link to Bath. The canal became the main trade route between Bristol and London and Newbury became a busy inland port. After an Act of Parliament in 1794, work began from the Newbury end. There were challenges over the route, the water supply and engineering but the Canal finally opened in 1810, thus connecting London with Bristol.

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

A large basin was dug at Newbury Wharf to allow the loading and unloading of boats and in the 18th century the Wharf became a large complex of warehouses, workshops, offices, stables, store yards and docks with a crane to load and unload cargo.

In 1841, the Great Western Railway opened between London and Bristol. This immediately created competition for the Canal. In 1851, the railway company bought the Canal and a long slow decline started. By 1852 the Great Western Railway had taken most of the canal's trade. Within a hundred years, virtually all evidence of the former basin had disappeared under tarmac and concrete, and much of the canal was disused and threatened with closure. The Canal made its last profit in 1878. Trade continued, often over shorter journeys well into the 20th century and the Canal played an important role as a defensive "Stop Line" when Britain was under threat of invasion, during the Second World War.

In the 1950's the protests and actions of John Gould, and a handful of Newbury traders, averted closure of the canal and sparked four decades of restoration. This culminated in HM The Queen re-opening the canal in 1990.

The last through journey by a narrowboat was in 1951 and the Canal quickly fell into disrepair. A group of traders and enthusiasts including Newbury businessman, John Gould, MBE, campaigned to prevent formal closure and a petition to the Queen in 1955 attracted publicity to the cause. But a 1958 Parliamentary Committee of Inquiry concluded that there was 'no justification' for restoring the Kennet & Avon. The founders of the Kennet & Avon Canal Trust disagreed and, following the charity's formation in 1962, started campaigning and working practically to restore the Canal. This continued over 3 decades and



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

3

The Character

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

This diversity of water is reflected in the habitats seen along the Canal which in some places has the effect of occupying a very wide strip of land. The land above Northcroft opposite the towpath is difficult to access and an important strip of rural habitat. From Northcroft down to Newbury Lock, an area of lush water meadow attracts an incredible range of wildlife.

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



From the Town Centre to the western town boundary

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

Several yards going north on the west side is a path leading to the Lock, Stock and Barrel public house and on each side of the path are historic buildings, such as Cote Brasserie (originally a building of the 1490's, with later alterations), and Newbury Building Society which was built by 1791. Access to the Canal is under a concrete Bridge and across a wooden foot bridge skirting the Lock, Stock and Barrel on the right. The newly improved path slopes up to the first Lock while on the right hand

side is the River Kennet flowing east. Volunteers from the community are working on the Secret Garden project taking place on Newbury Lock Island, where John Gould and his wife are interred (The Globe Garden). This garden, to the south of Newbury lock, was the garden for the long-established Globe Inn, which stood where Lloyds Bank stands now, with a footbridge across the mill-race to the rear, connecting it to the garden (This Globe Inn was demolished in the 19th century, and the name then transferred to a new building in Bartholomew Street).

It is now the site of the Secret Garden which promotes community and celebrates the relationship between the canal and the people of Newbury on the lock side. Behind the walls the garden provides a space supporting those in need - working against loneliness in our

community, as well as promoting well-being and ecological education. The footprint of the lock-keeper's cottage can also be seen on the island. Over the swing bridge the towpath then heads west, passing the historic Weavers Cottages and a number of modern 20th century houses. There are many mooring points, some occupied by narrow boats. The towpath surface deteriorates but it is still comfortable to walk and cycle on. Following the canal westwards, the vista changes.

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



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



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

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



From the Town Centre to the eastern town boundary

The only access to the Canal Towpath just north of the Town Bridge (Bridge 60) is a sloping path between the former Ginsters' Pasty Shop (now closed) and Costa Coffee in Northbrook Street. At this point there is no towpath on the southern side until the Wharf area. The Canal itself runs through a single arch of the Bridge but it widens subsequently. As the towpath does not continue under Town Bridge (Bridge 60), the horses towing the boats had to go up the alley and across Bridge Street. You can see where the towropes wore away the bricks on the corner of the passageway.



The vista opens up to the attractive and well-kept Victoria Park on the left and the open area of the Wharf on the southern side with the Library and Stone building highlighted. The Stone Building is home to the Newbury Branch of the Kennet & Avon Canal Trust and houses the Teashop by the Canal, which is open daily for light refreshments, cakes, sandwiches, etc. Upstairs is the John Gould room, which serves as a multi-function room. Designed as a Canal Information Centre, there are information boards explaining the canal from past to present and other information material for visitors to peruse.

The Trust's trip boat, The Jubilee, operates from the Wharf. It is maintained and run entirely by trust volunteers. Jubilee is a narrowboat and provides public trips from April through to October on Thursdays and at weekends. Special themed trips aimed at children such as



With the exception of the 18th-century Old Rectory, the buildings on the north side are modern and bounded by railings while on the southern side of the Canal can be seen the backs of shops and restaurants.

There is a need to protect these aspects to ensure that they are in keeping with a Conservation Area. Further along the southern side are restaurants and pubs with open areas for customers to sit out and admire the Canal and the narrow boats as they pass up and down the Canal.

Continuing along the northern side of the towpath is the Waterside Centre owned by West Berkshire Youth. Working with Bradfield College they have plans to redevelop this facility for use by youth groups in the town. The modern architecture of the Camp Hopson furniture department blends in well. The towpath then narrows and pedestrians and cyclists have to negotiate the narrow path under the single carriageway Bridge linking Park Way with the Wharf. A signboard stating cyclists should dismount is usually ignored. On each side of the middle column of the Bridge are sited the plaques of Newbury Borough Council (abolished 1974) and Newbury District Council (abolished 1998) which gives it an identity.



Pirate, Halloween and Santa trips are run during school holidays. In addition, the boat is available for fully-crewed private charters for birthdays, anniversaries, work and social events, etc. See Jubilee's dedicated website for more information: jubilee.katrust.org.uk

At the convergence of paths leading into Victoria Park is a notice board produced by the Canal & River Trust which gives information about the Canal. Passing Victoria Park, the towpath veers right and passes under the A339 Bridge and the path becomes a rough earth and stone pathway. There is a weir on the left of the Canal which is where the river separates from the Canal. On the southern bank is the Police Station and now defunct Magistrates Court building and the new Canoe Club building and canoe store. With the development of the new canoe club building the club will increase its membership and develop a strategy for canoeing in the Newbury area. Further improvements to the boat store and the wharf adjacent to the club will also be sought.

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

Further on a large wooden Bridge straddles the Canal suitable for pedestrians and cyclists. This gives access to the area of Greenham Mill which has been extensively developed with modern blocks of flats.

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

(The eastern section between the Football Club and Ham Bridge is due to benefit from investment by the Canal & River Trust, using allocated



Section 106 money, in an improved surface which will make it easier to access for all manner of Canal visitors)

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



4 Related Buildings

Listed Buildings

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

Non Listed Buildings

(a selection only)

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

Demolished Buildings

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



5 Special Canal Significance

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



6 Recommended Design Guidelines

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

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

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

- Positively address the water
- Integrate the towing path and open up improve access to all of the waterway
- Link waterside space and the water space
- Use the water space itself
- Incorporate access and other improvements
- Engage with and tease out the qualities and benefits of being by water
- Reflect the scale of the local waterway Corridor to the wider neighbourhood
- Improve diversity of indigenous flora and fauna
- Improve aesthetics and vistas and sensuousness of the space (smell, sound)
- Not increase domestic or industrial noise
- Be carbon neutral/ zero carbon over 20 years (including inbedded carbon)
- Prioritise walking and cycling
- Increase provision of quiet and safe place
- Include a plan to demonstrate that the proposal will minimise the light impact on the environment/ ecology of its surrounds
- Encourage environmentally friendly materials



Housing in and adjacent to the Canal Corridor

There is scope potential for building redevelopment especially on the eastern northern side of the Canal below Victoria Park east of the A339 as the light industrial areas of Newbury give way to housing. Done well, this will enhance the Canal, but it is vital to preserve the green character of the Canal Corridor by not building too close to the water.

A. All new developments on the Canal Corridor should respect the height, proximity to the Canal, and design of existing buildings, along with the effect on public access to the Canal. Every effort should be made to enable and encourage residents of new residential developments to use sustainable modes of transport, including cycling and walking along the Canal towpath, for their local journeys wherever possible

B. The rising height of recent developments mean that even buildings outside the canal corridor may have an impact.

Newbury Wharf

C. Any new basin on the Wharf should be a working basin, designed to respond to the needs of Canal users, especially those with narrow-boats (and preferably designed by them) as well as the Canal & River Trust. It should not be simply an ornamental feature designed to enhance the setting of commercial development.

D. A Conservation Area Appraisal should be in place before the development of Newbury Wharf is considered. The Appraisals need to attach special importance to buildings and structures which have a historic relationship to the river and Canal, such as the Granary, and the Stone Building.

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

E. In addition, the Trust made clear that the entrance/exit to such a basin should not be at right angles to the river.

F. Any development on the Wharf needs to respond sensitively to the Granary/ Corn Stores (West Berkshire Museum), and the east-facing Wharf House (former Kendrick House); and respecting views of the distinctive Granary.

West Mills

The West Mills area, with a large proportion of listed buildings, is one of the jewels of Newbury in terms of history, architecture and atmosphere. This history is closely interwoven with that of the river and predates the creation of the Canal. A corn mill stood at West Mills, which was bought by Hovis in 1921 and sold in the 1950's.

In 1965 a fire destroyed some of the mill buildings; however the remains were incorporated into homes. The tall building was the granary.

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

General Character

G. The Canal still represents a sliver of countryside which reaches right into the town centre, and this ambience should be respected.

H. Surfacing the towpath should be carried out in a way and with materials which are sympathetic to the countryside ambience which generally prevails alongside the Canal, and (in most locations), park-like development with tarmacked paths and kerbs should be avoided.

I. At times the countryside atmosphere is achieved by a very narrow band of plants alongside the towpath. This needs to be protected and where possible enhanced.

J. Development should not detract from the character of the Canal and undermine its role in getting everyone to 'just slow down'. The towpath is a great and safe opportunity for cycling, however every effort must be made to encourage considerate cycling, at low speed, in the town area having regard to the safety and comfort of other Canal and towpath residents and users.

K. Access to the towpath west of Newbury Bridge gives a "reveal," with a narrow tunnel opening out suddenly into an area with grass and trees. Although seen by some as inconvenient, this makes a dramatic entrance to the Canal and should be protected. Additional signage would enhance the use of this access

L. Developments along the Canal Corridor should be designed so as to minimise the risk of anti-social behaviour and enhance public safety.

Access

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

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

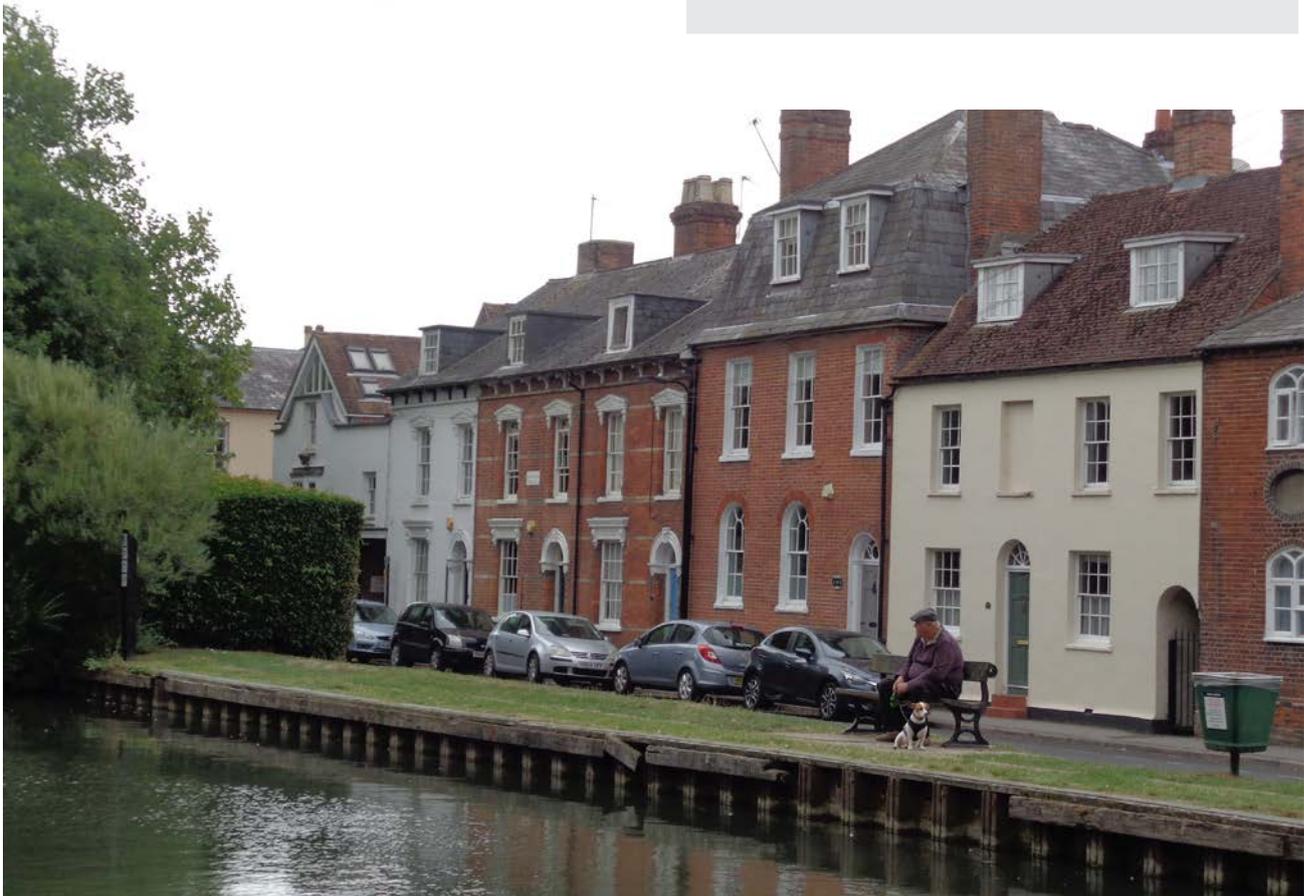
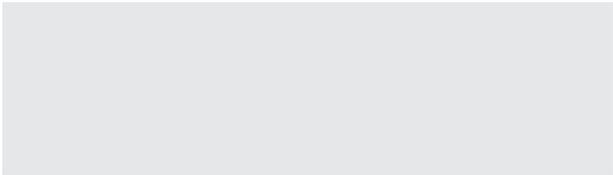
Conservation Area Appraisals

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

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

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

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



7 Design Principles

A. Use of Planning Conditions

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

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

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

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

B. Community Involvement

Local authorities and navigation authorities should seek to engage local communities in the future planning of their local waterways, so as to secure community ownership and use.

(The Secret Garden Project is a small community project with volunteers from Newbury's West Field's Community Matters group. Set up in 2015, the aim of the Community Matters group, is to bring back a sense of community to the local area, to provide a support network for those who find themselves in need - a friendly face or a helping hand.

Community Matters have adopted the Globe Garden, the final resting place John Gould and his wife Winnie, and aim to create an area where local people can enjoy the beauty of the gardens, the canal and the safe spaces they plan to create - a secret garden

retreat where people can get together or find some peace on their own. Where adults and children can explore the beauty and natural surprises the garden will offer.

The Secret Garden Project is about coming together as a community & working towards creating a space that will be of benefit to everyone. The people involved are passionate about rescuing this hidden gem and sharing it with the town, to give people somewhere to rest, to learn, to partake & to grow.

Along with the Globe Garden the Secret Garden project, in collaboration with NTC and the CRT, are designing and developing the north side of Lock Island. The space will be opened up and made accessible to the whole community, with an education space close to the Lock, Stock and Barrel, and a community orchard to the west of the hard -standing.)

C. Consultation by Planning Authority

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

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

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



E. Policy Formation

Planning policies should take account of the following factors:

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

Reference: The Canal and River Trust

F. Well Designed Places

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

G. Heritage

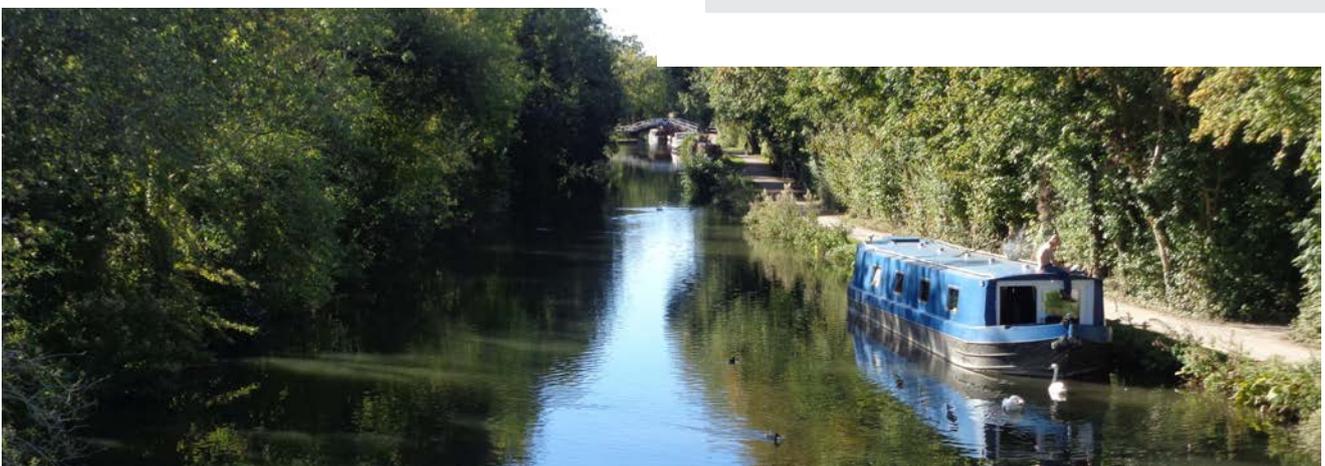
It's vital that new development protects, respects and enhances the heritage assets in the Canal Corridor so that they can continue to be enjoyed now and in the future.

H. Sustainable Travel & Air Quality

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

I. Development on Canal & River Trust land

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



A Special Thank you

Membership of The Newbury Town Council Canal Corridor Working Group

1. Newbury Town Council:

Councillors Gary Norman (Chairman), Martha Vickers, Roger Hunneman, Steven Masters, Tony Vickers and Vaughan Miller.

Hugh Peacocke, Chief Executive Officer

Other interested Organisations:

The Canal & River Trust: Jane Hennell, MRTPI, Area Planner and Simon Kirby, BSc, (Hons), Customer Operations Supervisor

The Kennet & Avon Canal Trust (The Chairman)

Inland Waterways UK (Verna Smith, S.E. Region Chairman and Ellen Hawes)

West Berkshire Spokes: Clive Tombs and Josh Kerry

West Berkshire Ramblers: Graham Smith

The Newbury Society: Dr. David Peacock

West Berkshire Heritage Forum: Mr. Adrian Edwards

The Secret Garden Project: Sukey Russell-Hayward

Newbury Canoe Club: Ed Cooper

Newbury Anglers Association: Steve Todd

Newbury Boat Company: Emma Fearnley

Greenham Lock Marina: Peter Holland

List of reference documents

The Canal & River Trust: "Guidance for Towpath Design", "Transforming Places", "Planning for waterways in Neighbourhood Plans"

Inland Waterways UK: "Policy Advice Note: Inland Waterways: Unlocking the Potential and Securing the Future of Inland Waterways through the Planning System"



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Our ref: JB/MBNL/94041

15th November 2019

Mr H Peacocke
Town Hall
Market Place
Newbury
RG14 5AA

VIA TRACKED E-MAIL

Dear Mr Peacocke,

**CONSULTATION BY EE LTD AND HUTCHISON 3G LTD
PROPOSED UPGRADE OF EXISTING MOBILE TELECOMMUNICATIONS APPARATUS AT WASH
COMMON WATER TOWER, BATTLE ROAD, NEW BURY, WEST BERKSHIRE, RG14 6QU**

Mobile operators EE and 3 have identified the need to improve network services in your area and that this can be achieved through the upgrade of an existing base station site rather than through deployment of additional infrastructure.

Proposed location: Wash Common Water Tower, Battle Road, New Bury, West Berkshire, RG14 6QU
[NGR E: 445396 N: 164790]

Proposed development: Proposed works include the removal of 6no antennas & 6no CHS poles to be replaced with 6no CHS poles which can accommodate 6no antenna apertures, installation of 4no cabinets and ancillary development thereto.

Upgrading an existing site, as we are looking to do so in this case, means there is no need to deploy new telecommunications infrastructure in the area, reducing the impact on the local community.

We confirm that the installation has been designed to remain fully compliant with the public health and safety guidelines established by the ICNIRP, the independent commission set up to provide scientific advice and guidance on the health and environmental effects of non-ionizing radiation to protect people and the environment. These guidelines have the support of UK Government and the formal backing of the World Health Organisation. They are in place to protect all members of the public, wherever they are in relation to a base station, 24 hours a day.

We respectfully request that any comments are submitted in writing within 14 days and include site reference 94041.

Yours sincerely,



Juliet Baller
Planning Manager

Waldon Telecom

For and on behalf of MBNL (EE UK Ltd and H3G UK Ltd).

E-mail: Juliet.Baller@waldontelecom.com

Newbury Town Council

Future Work Programme for Planning and Highways Committee Meetings: 18 October 2019

Standing Items on each (ordinary meeting) agenda:

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

9 December	Approve Canal Corridor Chapter for Town Design Statement
	Proposals for Budget 20-21
6 January 2020	Review of NTC response to Local Plan Review
To be confirmed	The Future of the Kennet Centre
	A presentation on CIL collections
	Paths that have Cycle ban signs to be reviewed.
	A survey of all pathways/rights of way
	Secure arrangements for Town Centre bike parking
	Strategy Working group requests P & H to set out “Green Credentials” and related issues which this Council should lobby to have included in the Local Plan Review
	<i>Request and receive a presentation from Newbury Car Club and invite the Highways Authority to attend.</i>
	Electric charging points
June/ Sept/ December/ April (Quarterly)	Updates on Section 215 of the Town and Country Planning Acts
<i>Each April/ October</i>	<i>To review progress on the implementation of the Town Plan</i>
Each November	Review of KPI’s for Planning and Highways Committee
Each December	Send Budget proposals to RFO