

Friday 10<sup>th</sup> May 2019

**To:** All Members of the Town Council.

Dear Councillor

If elected to the Planning and Highways Committee by the council on Monday 13 May, you are summoned to attend a meeting of the **Planning & Highways Committee** to be held in the Council Chamber, Town Hall, Market Place, Newbury on **Wednesday 15<sup>th</sup> May 2019 at 7.30pm**. The meeting is open to the press and public.

**Please Note: The meeting will be preceded by a briefing session to discuss the role and procedures of the Committee. This session will cover documents already circulated to you and will allow for questions and answers. It will commence at 7.00 pm sharp.**

Yours sincerely,

**Hugh Peacocke**  
Chief Executive Officer

### Agenda

**1. Election of Chairperson and Deputy Chairperson**

**To receive** nominations and

**3.1 To elect** the Chairperson of the Planning and Highways Committee

**3.2 To elect** the Deputy Chairperson of the Planning and Highways Committee

**2. Apologies**

*Chief Executive Officer*

**3. 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.

**4. Minutes (Appendix 1)**

*Chairperson*

**To approve** the minutes of a meeting of the Planning & Highways Committee held on Monday 15 April 2019 (already circulated). (Appendix 1)

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

*Chairperson*

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**6. Members' Questions and Petitions**

*Chairperson*

**7. Schedule of Planning Applications (Appendix 2)**

*Chairperson*

**To comment** on the planning applications listed at the attached schedule.

**8. Schedule of Prior Approval Applications (Appendix 3)**

*Chairperson*

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

**9. Schedule of Planning Decisions (Appendix 4)**

*Chairperson*

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

**10. Town And Country Planning Act 1990**

**Application No: 18/03059/HOUSE for 10 Kings Bridge Road, Newbury for Single storey rear extension and loft conversion.**

**Newbury Town Council's Comments:** No objections.

*Chairperson*

**To note** that the above-mentioned Appeal is to be decided on the basis of an exchange of written statements by the Appellant and the Council.

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 Wednesday 22<sup>nd</sup> May 2019.

**11. Update from The Western Area Planning Committee**

*Chairperson*

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

**12. Sandford Park Joint Working Group – Update**

*Chairperson*

**To receive** an update on any relevant information.

**13. The Canal Corridor Working Group (Appendix 5)**

*Chairperson*

**To appoint** members to the Canal Corridor Working Group

The next meeting of the Working group is scheduled for 2.30 pm on Thursday 23 May)

**14. Forward Work Programme for Planning and Highways Committee meetings 2018/19 (Appendix 6)**

*Chairperson*

**To note** and agree any other items that Members resolve to add to the Forward Work Programme.

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

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

**PRESENT**

Councillors Jeff Beck; Jeanette Clifford; Adrian Edwards; Miles Evans; John Gardner; Elizabeth O'Keeffe; Anthony Pick (Chairperson); Kuldip Singh Kang & Tony Stretton.

**In Attendance**

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

**278. APOLOGIES**

Councillors Jo Day & Dave Goff  
Absent: Councillor Andrew Steel

**279. DECLARATIONS OF INTEREST**

The Chief Executive Officer declared that Councillors Adrian Edwards, Jeff Beck, Jeanette Clifford; and Anthony Pick 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 Jeff Beck and Anthony Pick who are Members of West Berkshire Council Planning Committee and Jeanette Clifford who is a Substitute Member of West Berkshire Council Planning Committee: "I wish to make it clear that any comments I make tonight are only being made in relation to the formulation of the Town Council's view and is not in any way prejudging the way that I may vote when any application is considered by West Berkshire District Council. At that time, I will weigh up all the evidence."

In considering the following application, Councillors Miles Evans declared that he had a personal Interest and took no part in the vote:

In considering the following application, Councillor Tony Stretton declared that he had a prejudicial interest and took no part in the vote:

In considering the following application, Councillor Tony Stretton declared that he had a personal interest and took no part in the vote:

In considering Agenda Item 10, (Parking Regulation Consultation), Councillor Jeanette Clifford declared that she had a prejudicial interest and took no part in the vote.

**280. MINUTES**

**PROPOSED:** Councillor Elizabeth O'Keeffe

**SECONDED:** Councillor Adrian Edwards

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

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

There were none.

**282. MEMBERS' QUESTIONS AND PETITIONS**

There were none.

**283. SCHEDULE OF PLANNING APPLICATIONS**

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

**284. SCHEDULE OF PLANNING DECISIONS**

Information was received and noted by the Committee.

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

There was nothing new to discuss at this time, as there had been no meeting held.

**286. PROGRESS REPORT ON THE IMPLEMENTATION OF THE NEWBURY TOWN PLAN 2019-2036**

Members received the first 6 monthly Monitoring report for the Newbury Town Plan. It was noted that some of the business and employment objectives were to be forwarded to Newbury West Berkshire, the new Economic Development Company established to promote economic development across the District and it was agreed to invite the Chairperson to a future meeting.

It was pointed out that the roads and traffic proposals in the Town Plan highlighted the issues around the proposed Sandleford development.

Members were pleased with the progress in establishing the Newbury and District Arts Forum, to whom the question of the concerts/events venue could be referred.

Members welcomed the proposal to establish a similar forum for sports bodies in the area.

**287. PARKING REGULATION CONSULTATION**

Committee members received the information on WBC's proposal to improve road safety at identified problem locations, to address obstruction concerns related to inconsiderate parking and resolve issues relating to resident parking, together with the management of parking on highways in various locations across the District.

**PROPOSED:** Councillor

**SECONDED:** Councillor

**RESOLVED:** Member agree WBC's proposals for the Parish of Newbury where acceptable other than the following comments which need to be sent to West Berkshire Council:

- Area code: AP72 Agreed to Support the change of regulation.
- Area code: AJ81 Members objected to this proposal as the no waiting regulation would cause the smaller adjoining side roads to become congested. The verges could be replaced in some areas with grasscrete to limit further damage. Members agree to the proposal for no waiting anytime on corners.
- Area code: AM 72 Members support this regulation, however they feel that the space should be clearly marked for hotel use only.
- Area code: AL79 Agreed to Support the change of regulation.

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

Nothing new to discuss at this time.

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

Information was received and noted by the committee.

**290. Acknowledgements and thanks**

The Chairperson said that as this was the last meeting of the current Committee he extended his thanks to all the Members for their work and commitment to the Committee and thanked the officers for their support.

The Members returned their thanks to the Chairperson for his guidance and expertise and the efficient and impartial manner in which he had conducted the business of the meetings.

**THERE BEING NO OTHER BUSINESS THE CHAIRPERSON DECLARED THE MEETING CLOSED AT 21.13 HRS**

**CHAIRPERSON**

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

<b>RUNNING ORDER</b>	<b>RESOLUTION</b>	<b>APPLICATION NUMBER</b>	<b>LOCATION AND APPLICANT</b>	<b>PROPOSAL</b>
1	No objection, provided that the possible effect on the light to 98 Turnpike Road is considered.	<a href="#">19/00797/HOUSE</a>	100 Turnpike Road, Newbury for Mr & Mrs Dunn	Second Storey extension at rear to form additional bedroom
2	Deferred for later consideration. The Committee was concerned with issues of car parking, vehicle access, amenity space, cycle storage, and waste disposal. The applicant provided the Committee with a new site map which had not yet been forwarded to West Berkshire Council. It was resolved to wait until this new map had been seen and commented on by the Planning Service and to re-consider the matter at the next Committee meeting.	<a href="#">19/00577/FULD</a>	6 Northwood Drive, Newbury for Mr Hamey & Mrs Woodhead	New single family dwelling.
3	No objection	<a href="#">19/00840/HOUSE</a>	91 Gaywood Drive, Newbury for S Issac	New Porch
4	No objection	<a href="#">19/00569/HOUSE</a>	50 Valley Road, Newbury for Mr & Mrs Rob Saint	Demolition of existing conservatory and formation of two storey rear extension, new side door and windows with associated internal works.
5	No objection	<a href="#">19/00828/HOUSE</a>	1 The Hollies, Newbury for Mr & Mrs Askey	Demolition of rear garden conservatory/garden room and erection of single storey extension/replacement garden room with shower room. Single storey front/side extension to enlarge existing kitchen, and associated internal works.
6	No objection, provided that Highways approve the parking arrangements	<a href="#">19/00640/HOUSE</a>	87 Craven Road, Newbury for Mr & Mrs Collins	Demolish existing rear garage and existing front porch. Construct new rear orangery extension, now front porch
7	No objection	<a href="#">19/00799/HOUSE</a>	86 Russell Road, Newbury for Mr & Mrs Graham	Side and rear ground floor and first floor extensions.
8	Objection. The proposed extension will be overbearing towards the neighbouring two-storey property (23 Donnington Square) and will obstruct light from it. It will not be symmetric with the extension to the adjoining 25 Donnington Square. It will conflict with	<a href="#">19/00806/HOUSE</a>	24 Donnington Square, Newbury For Mr & Mrs Davies	Replace existing garden room and store with new three storey side extension (lower ground, ground and first floors). New porch over front entrance

	the street scene of the Donnington Square Area. These difficulties could have been foreseen and perhaps dealt with if the applicants had consulted their neighbours, which we understand has not occurred.			
9	No objection. considering the application in itself. The effects of traffic from the site on potential future plans for the area should be considered. Two of the proposed houses would be located 2.2 metres from the Two Watermills pub, which may be too close for the residents' amenity.	<a href="#">19/00669/OUTMAJ</a>	Land North of Just Learning Nursery, Monks Lane, Newbury for Feltham properties	Outline application for up to 20 swellings, including affordable housing, with access from Monks Lane, landscaping and associated infrastructure. Matters to be considered: Access.
10	No objection	<a href="#">19/00698/FUL</a>	6 Pound Street, Newbury for Neon Homes Ltd	Demolition of existing rear lean-to, replacement of existing windows and new fencing to the rear.
11	No objection	<a href="#">19/00856/HOUSE</a>	53B Chandos Road, Newbury for A Kham	Demolition of the existing conservatory and the construction of a two storey rear extension and new pitched roof on the existing single storey detached dwelling.
12	No objection	<a href="#">19/00612/FUL</a>	Unit 5, Plenty Close, Newbury for Special Auction Services	Installation of a 1 <sup>st</sup> floor mezzanine within the warehouse space of an existing unit. The proposed mezzanine space would be used solely for the storage of auction lots.
13	No objection	<a href="#">19/00763/LBC2</a>	77 Northbrook Street, Newbury for Greggs Plc	Repaint the external front shop and internal, non-structural refurbishment works.
14	No objection. The Committee deplored the retrospective nature of this application	<a href="#">19/00783/HOUSE</a>	121 Boundary Road, Newbury for Mr & Mrs Parker	Amended scheme rear extension roof to approved plans under application number <a href="#">18/00694/HOUSE</a> .
15	Objection. 1) This application should not be considered unless or until the principal application 19/00087 to convert the premises to a cafe/restaurant has been approved. 2) A detailed site plan is required, showing how pedestrian movement will not be obstructed, including the relationship with adjoining cycle rack. 3) The seating area should be surrounded by barriers on three sides.	<a href="#">19/00711/FUL</a>	12 Northbrook Street, Newbury for Loungers Ltd	Change of use of existing pavement to allow external seating
16	Objection. 1) This application should not be considered unless or until the principal application 19/00087 to	<a href="#">19/00712/LBC2</a>	12 Northbrook Street, Newbury for Loungers Ltd	Change of use of existing pavement to allow external seating

	convert the premises to a cafe/restaurant has been approved. 2) A detailed site plan is required, showing how pedestrian movement will not be obstructed, including the relationship with adjoining cycle rack. 3) The seating area should be surrounded by barriers on three sides.			
17	No objection	<a href="#">19/00826/LBC2</a>	17 Shaw Road, Newbury for Duncan & Catherine Graham	Locate boiler flue through rear elevation
18	No Objection. The representatives of ENGIE were thanked for their detailed presentation.	<a href="#">19/00800/COMIND</a>	Former Newbury Bus Station, Mayors Lane, Highfield Avenue, Land at Newbury Train Station, Market Street, Newbury	Demolition and site clearance of the former Newbury Bus Station site, residential buildings and associated land on Highfield Avenue, approved under 16/00547/FULEXT. Temporary reconfiguration of car parking at Newbury Railway Station and construction of temporary ground and mezzanine level car parking at Motors Lane, Newbury with link pavement and associated ancillary development and infrastructure to facilitate the construction of the Market Street redevelopment, approved under 16/00547/FULEXT



## PLANNING AND HIGHWAYS COMMITTEE MEETING

SCHEDULE OF PLANNING APPLICATIONS  
15 APRIL 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	<a href="#">19/00394/FULMAJ</a>	Newbury Business Park, London Road Newbury for Stonegate Land and Property	Proposed development of 10 x 2 bedroom flats.
2	CLAY HILL	<a href="#">19/00577/FULD</a>	6 Northwood Drive, Newbury for Mr Hamey & Mrs Woodhead	New single family dwelling.
3	CLAY HILL	<a href="#">19/00814/FUL</a>	Newbury Football Club, Faraday Road, Newbury for West Berkshire Council	Creation of 4 x Multi-use games areas with replacement gates and new fencing; 8 x New floodlights (replacing existing 6 x Floodlights)
4	CLAY HILL	<a href="#">19/00950/COMIND</a>	Land To The West of Newbury Business Park, London Road, Newbury for Mr J Patterson	Proposed new access onto London Road.
5	CLAY HILL	<a href="#">19/00891/OUTMAJ</a>	Land off Faraday Road, Newbury for Faraday Development Limited	Section 73: Variation of condition 6 'phasing' of previously approved application 18/01553/OUTMAJ: Section 73: Variation of conditions to allow for the development to be phased as detailed in submitted schedule of appeal reference APP/W0340/W/14/3002040 (12/00772/XOUTMA)
6	EAST FIELDS	<a href="#">19/00925/HOUSE</a>	123 Boundary Road, Newbury for Mr Long	Amendments to roof to approved scheme under application number <a href="#">18/01113/HOUSE</a> .
7	EAST FIELDS	<a href="#">19/00959/HOUSE</a>	30 Howard Road, Newbury for Mr & Mrs Piner	Portion of existing roof raided to accommodate in loft space.
8	EAST FIELDS	<a href="#">19/00985/OUTMAJ</a>	Unit 1, Greenham Road Retail Park, (Land at Junction of Greenham Road / Queens Road), Newbury for Royal Sun Alliance Insurance Plc C/o BMO Real Estate Partner	Section 73: Variation of condition 11 `to allow sale of food at unit 1' of previously approved application 94/45399/OUT (145399): Two non-food retail warehouse units and drive through restaurant together with associated access, car parking and service area.
9	EAST FIELDS	<a href="#">19/00853/HOUSE</a>	1 Abbey Close, Newbury for Mr & Mrs Clarke-Lee	Single storey rear extension
10	WASH COMMON	<a href="#">19/01023/HOUSE</a>	21 Valley Road, Newbury for Mr Cox	Single storey rear extension
11	WASH COMMON	<a href="#">19/00952/HOUSE</a>	14 Braun Road, Newbury for Harriet Carpenter	Single storey side extension, single storey rear extension infill, remove the existing dining room double door and side window. Garage conversion and alterations to the fenestration.
12	WASH COMMON	<a href="#">19/00987/HOUSE</a>	26 Culver Road, Newbury for Mr & Mrs Clinch	Existing rear deck and pergola to be demolished and replaced with a single storey rear extension.

13	WASH COMMON	<a href="#">19/00995/FULD</a>	Battery End Hall, Battery End, Newbury for Scout Association	1 x 4 bed two storey dwelling with parking, cycle and refuse storage.
14	WASH COMMON	<a href="#">19/00870/HOUSE</a>	Two Trees, Tydehams, Newbury for Mr & Mrs Donald	Two storey side extension with single storey rear extension, first floor bathroom over entrance and internal alterations
15	WASH COMMON	<a href="#">19/00868/HOUSE</a>	8 and 10 Battle Road, Newbury for Jane and Ellen Stand well and Neil Dennis	Rear and side extension. Alternative entrance with front porch and rear dormer windows.
16	WASH COMMON	<a href="#">19/00669/OUTMAJ (Amended Plans)</a>	Land North of Children's Nursery, Monks Lane, Newbury for Feltham Properties	Outline application for up to 20 dwellings, including affordable housing, with access from Monks Lane, landscaping and associated infrastructure, Matters to be considered: Access
17	WASH COMMON	<a href="#">19/00983/FULD</a>	Ullathorne, Kendrick Road, Newbury for Steve Burnard	Erection of a new 2 storey detached dwelling house.
18	WEST FIELDS	<a href="#">19/00931/HOUSE</a>	13 Arthur Road, Newbury for Mr & Mrs Geeson	Single storey rear extension to create enlarged dining and shower room with internal alterations following demolition of existing lean to structure.
19	WEST FIELDS	<a href="#">19/00965/LBC2</a>	106 Bartholomew Street, Newbury for Rissance Limited	Replacement of existing shed with single storey extension to the rear.
20	WEST FIELDS	<a href="#">19/00982/HOUSE</a>	Cherry Mead, Enborne Grove, Newbury for Mr & Mrs Fletcher	Rear extension and alterations
21	WEST FIELDS	<a href="#">19/00054/HOUSE</a>	39 Russell Road, Newbury for Mrs Steel	Windows added to main house. Garage extension to create studio.
22	WEST FIELDS	<a href="#">19/00854/HOUSE</a>	116 Craven Road, Newbury for Mr & Mrs P Richardson	Demolish existing rear conservatory and outbuilding. Construction or rear orangery extension and alterations.
23	WEST FIELDS	<a href="#">19/00811/FUL</a>	2 Inches Yard, Newbury for Daniel Morriss	Change of use from retail (A1) to music tutor room (D1)
24	WEST FIELDS	<a href="#">19/01050/FULD</a>	58 Cheap Street, Newbury for Warrant Investments Plc	Change of use in respect of the ground floor, together with conversion of the roof space, to Class C3 Use to form 6 No. Residential flats (4x1 bed, 2x2 bed) with external alterations
25	WEST FIELDS	<a href="#">19/01078/FULD</a>	1 Kennet Road, Newbury for Mr & Mrs Simmons	Partial demolition and refurbishment of 1 Kennet Road and the delivery of 3no. dwellings with associated parking and gardens.
26	WEST FIELDS	<a href="#">19/01084/FULD</a>	Brook House, 60-62 Northbrook, Newbury for Chalfords	Erection of a mansard style roof extension to facilitate the provision of 4 no. Self-contained dwelling houses comprising 2no. 1 bed flats and 2no. studios
27	WEST FIELDS	<a href="#">19/01088/LBC2</a>	154 Bartholomew Street, Newbury for R Goddard	Removal of 3no Existing roof lights and their replacement to rear elevation and alterations to floor plan layout.
28	<b>Adjacent Parish (CLAY HILL)</b>	<a href="#">19/01043/HOUSE</a>	2 The Orchards, Robertsfield, Thatcham for Mr & Mrs Rigney	Erection of a rear extension following the removal of existing conservatory
29	<b>Out of District Consultation for Basingstoke and Dean Borough Council</b>	<a href="#">19/01015/OOD</a>	Out Of District, Land at Knightsbridge Drive, Headley for Randolph Black	Consultation from Basingstoke and Dean Borough Council for, Use of land for stationing of caravans for residential purposes.

## APPLICATION FOR PRIOR APPROVAL

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	WASH COMMON	<a href="#">19/00942/PACOU</a>	21B Old Newtown Road, Newbury for Newbury Chiropractic Centre Ltd	Prior notification for change of use of the first floor office into a 2 bed flat.

## PLANNING AND HIGHWAYS COMMITTEE MEETING

2019

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

APPLICATION NO.	LOCATION AND APPLICATION	PROPOSAL	NTC OBSERVATIONS
<a href="#">19/00376/HOUSE</a>	10 Holborne Close, Newbury for Richard Wyatt	Proposed side extension, conversion of roof space and rear flat roof dormer. Render all external walls. Proposed detached garage with enlarged front parking and new retaining wall.	No objection
<b>WBC final decision – REFUSED</b>			

APPLICATION NO.	LOCATION AND APPLICATION	PROPOSAL	NTC OBSERVATIONS
<a href="#">19/00158/HOUSE</a>	1A Charles Street, Newbury for Mr & Mrs Smith	Section 73A application to remove Condition 8 of Planning Permission 00/00253/HOUSE	Objection / comment: The condition that the annexe should remain part of the main building was imposed for a good reason, and is normal in such cases. It should therefore be removed, and its removal would set a bad precedent
<b>WBC final decision – REFUSED</b>			

APPLICATION NO.	LOCATION AND APPLICATION	PROPOSAL	NTC OBSERVATIONS
<a href="#">18/03187/COND2</a>	Market Street Redevelopment, Newbury for ENGIE	Approval of details reserved by conditions 8: Land contamination, 12: Pilling, 31: Material, 34: Carpark strategy, 40: Electric car charging points, 42: Retaining wall, 44: Bus stop, 47: Refuse, 48: Access roads of planning permission 16/00547/FULEXT	Objection / comments: 1) insufficient details are presented to assure us that the development will present a high quality finish. Much more detail is required. 2) The plans involve too much tarmac. Pavers should be employed to be consistent with other areas of the town. 3) Inconvenience has been caused to the resident of Thomas Merriman Court and other local residents and retailers, by inconsiderate parking, power outages, etc. More attention is needed to ensure that these inconveniences do not recur.
<b>WBC final decision – APPROVED in PART, REFUSED in PART</b>			

## Newbury Town Council

### Public Report

#### Report to Planning and Highways Committee

#### **Agenda Item No 13: The Canal Corridor Working Group**

To Appoint members to the Canal Corridor Working Group

The next meeting of the Working group is scheduled for 2.30 pm on Thursday 23 May)

#### **Background**

Please see attached paper to Planning and Highways Committee 4 March 2019, when the Working Group was established.

The Working Group met on 27 March 2019 and the notes of that meeting are also attached, for your information.

The Working group meeting was generally felt to be very successful, with input from a wide range of partners. The attendance at that meeting was as follows:

- **Newbury Town Council:** Cllrs. Adrian Edwards, Elizabeth O’Keeffe, Martha Vickers, Jo Day and John Gardner; Hugh Peacocke (CEO)
- **Canal and River Trust:** Simon Kirby, Supervisor for the Kennet and Avon (East), Jane Hennell MRTPI, Area Planner, Mrs. Sukey Russell-Hayward, Volunteer.
- **The Kennet & Avon Canal Trust:** The Chairman
- **Inland Waterways UK:** Verna Smith
- **The Newbury Society:** Dr. David Peacock,
- **West Berkshire Ramblers:** Graham Smith
- **West Berks Cycling Forum:** Josh Kerry and Clive Tombs (WBDC), Dr. Tony Vickers.

Following the meeting an initial draft Chapter was circulated for comment to members of the Working Group and since then a second draft has issued, with those comments included or left for discussion at the next meeting. This draft is attached for information.

The next meeting of the Working group is scheduled for 2.30 pm on Thursday 23 May.

#### **Objective**

This is set out in the report to Planning and Highways, attached.

The first meeting of the Working Group was very useful, with a range of interested partners and stakeholders actively involved. However, since then there are new members of the Council and appointments to the Working group are now required (Several attendees at the first meeting are currently members of the Council)

The Committee might extend an invitation to all members who are interested and available to attend on 23 may.

## **Financial and Legal implications**

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

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

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

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

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

## **Equality and Diversity impacts**

None have arisen to date; the detailed work on the Chapter may identify access and other issues which could be addressed in drafting and consultation.

## **Consultation:**

The Planning Authority has been consulted. They have advised that several sections in the TDS contain provisions relating to canal-side design and development and care should be taken to avoid any conflict. The Canal and Rivers Trust have published guidelines: *What your local waterway can do for your community- Planning for waterways in Neighbourhood Plans*. A range of interested partners and stakeholders attended and contributed to the first meeting of the Working Group.

When approved by the Working Group, it be sent to this Committee recommending that it be put out for public consultation. These consultations normally last about 6 weeks. After that the Working Group should convene again to consider the responses and make a final recommendation to this Committee.

## **Other information**

The Town Design Statement has been adopted by the Planning Authority as "a material consideration in the planning process". This means that the provisions of the TDS are considered when processing planning applications in the town council area. The aim is that this additional chapter should also be accorded that status.

The Town Plan includes the following objective:

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

The Working Group expressed interest in addressing these broader issues and going forward they may wish to consider a development plan for the future of the Canal Corridor. It was agreed to finish this project first.

## **Recommendation(s)**

It is recommended that the Committee appoints members to the Working Group so that the project may be completed on time and benefit from the input of elected members.

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

8 May 2019

## Newbury Town Council

### Public Report

#### Report to the Planning and Highways Committee, 4 March 2019

#### **Agenda Item No 10. The Canal Corridor**

To appoint a Working Group to draft an additional chapter to the Town Design Statement

#### **Background**

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

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

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

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

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

The Town Plan includes the following objective:

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

#### **Objective**

It is felt that the best way to promote these aims and policies is to include an additional chapter in the TDS dealing specifically with The Canal Corridor.

In order to achieve this it is recommended to appoint a Working group to take the project forward. The following membership is suggested:

- Open to all members of Newbury Town Council and participation from Councillors in the relevant wards (Northcroft and Victoria) especially encouraged
- The Canal and Rivers Trust and The Kennet and Avon Canal Trust should be invited to appoint members to the Working Group

- The Newbury Society should be invited to appoint members to the Working Group
- Any other relevant/ interested parties/ persons that the Committee feels appropriate.

The following work programme is envisaged:

1. The initial meeting of the Working Group will consider the available information and make recommendations for a draft chapter
2. The second meeting will consider the draft chapter and make a recommendation to this Committee for public consultation
3. The draft consultation chapter will be approved by this Committee (as consultations should not take place during the pre-election period, this will not happen before 2 May 2019)
4. The Working group will consider the consultation responses and make a final recommendation to the Committee.
5. The Committee will approve the Chapter and forward to the Planning Authority requesting adoption as a material consideration in the planning process.

### **Financial and Legal implications**

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

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

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

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

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

### **Equality and Diversity impacts**

None arise to date; the detailed work on the Chapter may identify access and other issues which could be addressed in drafting and consultation.

### **Consultation:**

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

### **Recommendation(s)**

To resolve to set up a Working Group to draft an additional chapter to the Town Design Statement addressing The Canal Corridor

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

26 February 2019

## **Newbury Canal Corridor Design Statement**

### **Meeting of Working Group, 27 March 2019**

#### **Attendees:**

- **Newbury Town Council:** Cllrs. Adrian Edwards, Elizabeth O’Keeffe, Martha Vickers, Jo Day and John Gardner; Hugh Peacocke (CEO)
- **Canal and River Trust:** Simon Kirby, Supervisor for the Kennet and Avon (East), Jane Hennell MRTPI, Area Planner, Mrs. Sukey Russell-Hayward, Volunteer.
- **The Kennet & Avon Canal Trust:** The Chairman
- **Inland Waterways UK:** Verna Smith
- **The Newbury Society:** Dr. David Peacock, Graham Smith
- **West Berks Cycling Forum:** Josh Kerry and Clive Tombs (WBDC), Dr. Tony Vickers.

#### **1. Welcome and introductions**

Councillor Adrian Edwards welcomed everybody and invited the attendees to introduce themselves around the table.

#### **2. Election of Chairman**

Councillor Adrian Edwards was elected Chairman of the Working Group.

#### **3. Process and procedure**

Hugh Peacocke gave an outline of the Town Design Statement (TDS) to show the format and structure of the various chapters. He told the meeting that it was an objective of the Town Council to add another chapter to the TDS to cover the canal Corridor and that was the purpose of the Working Group.

The TDS is regarded as a “material consideration” in the planning process by the Planning Authority, West Berkshire Council, and it is intended that the chapter on the canal Corridor should have the same status. The process for achieving this is set out by the planning authority and will be followed by the Working Group.

The meeting welcomed the concept and discussed the following matters:

- a) The multifunctional uses and the various interests in the canal (leisure, recreation, sports, cycling, walking, boating and nature enthusiasts). Need to protect the interests of all users. Ideas suggested included “Share the space” and signage such as “No cycling past locks” as used at Reading.
- b) The importance of the towpaths and the west-east traverse across Newbury. Suggested that where possible towpaths should be at least 2 metres wide. Towpaths can also be effected by overgrown hedges. See Towpath guidance from the Canal and Rivers Trust.

It was generally felt that the resin-bound gravel surface worked well on the towpath.

Has the Racecourse development paid towards re-surfacing of the towpath?

There is a towpath project as part of The Great West Way.

Can the towpath be better lit?

#### **4. Resources available**

The meeting considered various resources that might be considered in drafting the Chapter:

- a) The narrative on the Canal west and east from Newbury Bridge to the Town Council boundaries. It was noted that on the east side the boundary was out at the Hambridge road and it was agreed to survey out to that point.
- b) Dr. David Peacock's submission, which he pointed out was personal and not from The Newbury Society. It was noted that the canal traverses 2 separate conservation areas. There was concern that there are no Conservation Area Appraisals for these areas. It was noted that a working basin required the provision of at least 100 berths to be commercially viable. Dr. Peacock said there were some other buildings to be added to his list and he would update this for the Town Council.
- c) Planning guidance from The Canal and Rivers Trust which had been circulated prior to the meeting- very helpful
- d) Extracts from the Town Design statement relating to the Canal. The planning authority has urged that nothing in the additional chapter contravenes or conflicts with the rest of the TDS, which makes numerous references to the canal.
- e) NTC has a photo stock of 198 pictures which can be used to illustrate the Chapter. Attendees were invited to submit pictures, especially if they supported a certain point which they wanted considered for inclusion in the chapter.- aerial photo?
- f) Any other input/ ideas from the members of the Working Group:
  - The previous Chairman of the KACT, Rob Dean, had submitted a contribution which would be included for consideration in the draft document.
  - Ms. Jane Hennell provided a copy of the Kennet and Avon Canal Conservation Plan
  - The provision of wayfinding signs along the canal corridor
  - Review WBDC walking map to ensure it showed the various footbridges
  - The Design statement should address security issues, to make the towpath feel safe
  - The features of buildings/ developments addressing the canal

#### **5. Work programme for the Group**

The Working Group aims to complete their work within 6 months:

- a) Draft Chapter within 4 weeks
- b) Send to Working Group members for review, 2 weeks
- c) Re-draft following comments
- d) Re-convene w/c 20 May to approve the draft for NTC planning and highways Committee
- e) P & H to approve for public consultation in June
- f) 6 weeks consultation period
- g) Re-convene in September to consider outcomes of the consultation and finalise the chapter.

All attending felt that the meeting was worthwhile and that useful contacts/ partnerships could be established. It was also felt that this exercise could lead to greater co-operation and a forum for the longer term development of the canal and its facilities. It was agreed that this project should be completed first and then these matters could be further explored.

#### **6. Date of next meeting**

W/c 20 May 2019

## The Canal Corridor Newbury Town Design Statement

### Contents

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



### 1. Introduction

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

The canal plays a large role in defining the character of the town. The towpath provides a route through town that can be accessed easily from anywhere in Newbury. Visitors and residents alike are drawn naturally to the canal. Parts of the towpath are very busy such as

from Victoria Park up through West Mills. Stretches on either side are quieter. But everywhere on the canal is an escape from busy roads and it offers various places of peace and the opportunity to slow down.

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

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

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

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

The canal has been a great asset to the community since the River Kennet Navigation opened in 1723 for more than 28 years. 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. A journey from the eastern town border at Ham bridge to the western boarder above Northcroft is a 2-mile fascinating mixture of all these aspects. It is beautiful in its diversity and balance. But it needs to be carefully protected in order to maintain that balance of beauty, nature and leisure.



Balance is key. Boaters, canoeists, cyclists, anglers, walkers, residents, birds, fish and plants all exist and enjoy the canal in harmony for most of the time. But that depends on goodwill, sensible planning approaches and light regulation. is this a good place to refer to the Share the space, Drop the pace campaign?

Caring for the waterway itself and the structures such as locks and weirs is the responsibility of largely with 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. Planting not controlled by planning system once in private ownership unless prescribed by planning condition- and then usually only for max 5 years. Painting not usually controlled unless property is listed.

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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. *any more updated figures?*

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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.

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*I think it would be really useful to create some kind of map to show the places highlighted. Doesn't need to be to scale or too precise. Bridge numbers could be used to help pinpoint too. It can just be a visual helper to understand where things are? [https://canalrivertrust.org.uk/places-to-visit-pdf/Newbury\\_Wharf.pdf](https://canalrivertrust.org.uk/places-to-visit-pdf/Newbury_Wharf.pdf) might be of help as a suggestion of what it might be like?*

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## 2. History

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

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

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

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

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

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



The last through journey by a narrowboat was in 1951 and the canal quickly fell into disrepair. A group of traders and enthusiasts including Newbury businessman, John Gould, campaigned to prevent formal closure and a petition to the Queen in 1955 attracted publicity to the cause. But a 1958 Parliamentary Committee of Inquiry concluded that there was 'no justification' for restoring the Kennet & Avon. The founders of the Kennet & Avon Canal Trust disagreed and on the charity's formation in 1962 started campaigning and working practically to restore the canal. This continued over 3 decades until the canal re-opened in 1990. Since then the K&A 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 11\* listed building and joins the north and south aspects of the town. It overlooks where the canal and river converge and flows eastwards towards Thatcham and Reading.



Several yards going north on the west side is a path leading to the Lock, Stock and Barrel public house and on each side of the path are [historic buildings, such as Cote Brasserie \(originally a building of the 1490s, with later alterations\), and Newbury Building Society which was built by 1791, two listed buildings built around the 1820s.](#) Access to the canal is under a

concrete bridge and across a wooden footbridge 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. [Could make reference here to the Secret Garden project taking place on Newbury Lock Island, where John Gould and his wife are buried.](#)

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 1 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 the rear of the converted mill,](#) which ends at a residential property with no access to the northern aspect of the canal and river.



Over the swing bridge the towpath then heads west, passing the historic Weavers Cottages and a number of modern 20<sup>th</sup> century houses. There are many mooring points, some occupied by narrow boats. The towpath surface deteriorates ~~and is in need of improvement to encourage greater use by people of all mobility levels but it is still comfortable to walk and cycle on.~~ 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 Notice Board used jointly by the [Kennet and Avon](#) Canal Trust and West Berkshire Council. There are also signs indicating the towpath is used by both cyclists and pedestrians. Further west is a late 20<sup>th</sup> century elderly persons' development with amenity areas adjacent to the canal. Past this residential building ~~are open fields which pass into the Enborne Parish Council area. On the northern side there are similar open fields and a wartime concrete pillbox is located on canal land. A short distance on the northern side is the remains of a railway bridge which crossed the canal. This bridge was demolished in the late 1970s. The Town Council's boundary is roughly at this point. are more 19th century residential properties with long gardens extending down to the towpath, followed at the end of Russell Road by 1980s-built properties, some of which were constructed on the alignment of the Lambourn Valley Railway, opened in 1898 and dismantled in the late 1970s.~~ Immediately

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



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

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

open areas for customers to sit out and admire the canal and the narrow boats as they pass up and down the canal.



Continuing along the northern side of the towpath is the Waterside Centre owned by West Berkshire Council. The modern architecture of the Camp Hopson furniture department blends in well. The towpath then narrows and pedestrians and cyclists have to negotiate the narrow path under the single carriageway bridge linking Parkway 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 \(abolished 1998\)](#) ~~[Newbury Town and West Berkshire Councils](#)~~ which gives it an identity. The vista opens up to the attractive and well-kept Victoria Park on the left and the open area of the wharf on the southern side with the Library and Stone building highlighted.



At the convergence of paths leading into Victoria Park is a notice board produced by the Canal 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. ~~It was noted that a significant amount of rubbish has accumulated at the top of the weir which is not only unsightly but is a potential health risk.~~ On the southern bank is the Police Station and now defunct Magistrates Court building and the new Canoe Club building and canoe store.

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

Further on a large wooden bridge straddles the canal suitable for pedestrians and cyclists. This gives access to the area of Greenham Mill which has been extensively developed with modern blocks of flats. The towpath on the southern side of the canal is not accessible as the boatyard is now protected by fencing and access control measures



As there is no towpath on the southern side, it is only possible to access this by a flight of steps several yards along the eastern side of the A339. The towpath begins under the road bridge and leads to the Wharf. Despite there being a car park in the background, this an attractive area. The Stone Building is a 19<sup>th</sup> century Grade 11 listed Building, formerly a granary and is now used as a café and information office. Tables and chairs are deployed outside along the towpath and with flower boxes and hanging baskets, this makes an attractive scene. On the towpath is sited a wooden crane for use by canal boats. It was rebuilt by the late Charles Hoile from beams left lying by the Stone Building and handed over to West Berkshire Council in June 2006. The towpath terminates at this area and a path curves around the attractive Remembrance/Peace Gardens to end at the Wharf toilets.

[The eastern section description could be extended, to cover the section out as far as Ham Bridge.](#)

[Worth mentioning in that section that the Didcot, Newbury & Southampton Railway \(1882-1964\) used to bridge the canal at a point just west of where Dunelm Mill store is now located.](#)

[The angled metal supports on the north side of the towpath indicate the former boundary fences. The embankment which ran between the canal and the London Road near to Skyllings was removed in the 1990s. It might be nice to have an information board at this spot.](#)

[There's a photo of the former DN&S railway bridge over the canal at:](#)

<https://1.bp.blogspot.com/->

[dA3MBBKRWBk/Vel7c9mOPqI/AAAAAAAAAXYA/5XVQLabDITM/s1600/FB\\_IMG\\_1441170623609.jpg](dA3MBBKRWBk/Vel7c9mOPqI/AAAAAAAAAXYA/5XVQLabDITM/s1600/FB_IMG_1441170623609.jpg)

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



#### 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 footbridges 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 and Rivers Trust whose valuable input is very welcome.

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

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

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

(Dr. David Peacock: "Much of the industrial/ commercial development in the Hambridge Road area deliberately turns its back on the canal, leaving it as a corridor with a rural feel. If this type of development exists or is approved close to the canal, it is better that it does not "positively address the water." The same can be said for Tesco and for B & Q in London Road; and for most tall buildings. In my opinion, unsympathetic development (if it exists or is approved in future) needs to be heavily screened from the canal rather than engage with it"

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### **Housing in and adjacent to the Canal Corridor**

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

Residents of new housing along the canal will be fortunate indeed but they must share that good fortune with the rest of the community.

- 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 and Rivers Trust. It should not be simply an ornamental feature designed to enhance the setting of commercial development.
- D. A Conservation Area Appraisal should be in place before the development of Newbury Wharf is considered. The Appraisals need to attach special importance to buildings and structures which have a historic relationship to the river and canal, such as the Granary, and the Stone Building.

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

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

### **West Mills**

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

It forms part of the Town Centre Conservation Area (created 1971), and the Kennet and 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. More park-like development such as tarmacked paths and kerbs adjacent to the canal should be sympathetic to this ambience. *reference or use some text from towpath design guide*

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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, but we don't need a cycle motorway and any development must include ways of controlling the speed of cyclists and avoiding placing other users in harm's way.

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.

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K. does this need a definition of what the canal corridor is?

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*Jane Hennell*The Canal & River Trust does not always insist on green buffer to protect the character of the canal. It is not always appropriate and not always the best design solution.

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*Not sure what you mean by residents sharing good fortune? If the site is on the offside there would be no public access already and so cannot insist on it in a new development, especially if no link to take you elsewhere once you get to the canal. I think visual links though may be more important than physical links if on the offside.*

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### Access

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

**M.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."

~~As long ago as 1978 Newbury District Council stated that it lacked a stance on the preservation and enhancement of its Conservation areas and "...it is a requirement of legislation that policies should be formulated to achieve this."~~

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).

N.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. [possible to reference here the Secret Garden project being led by Sukey Russell-Hayward.](#)

#### **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.

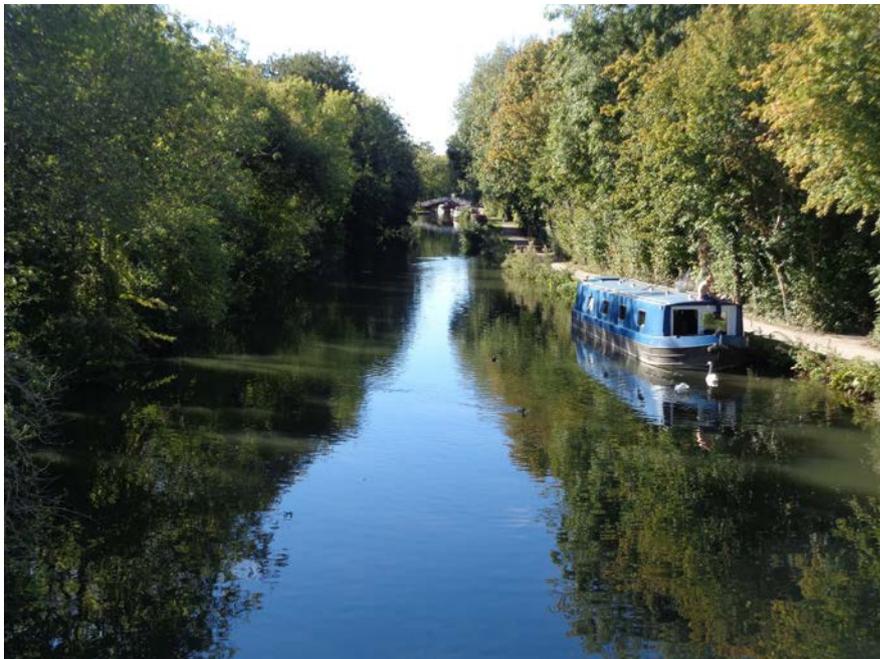
#### **E. Policy Formulation**

[it might be good to personalise this a bit. The words in our website are a bit generic. You could directly refer to the EA and to the Trust as owners for the river and canal respectively. admin boundaries, i.e. Reading and Wiltshire. K & A is suitable for freight although I don't think it is used in this way very often.](#) 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.

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- 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.



#### **F. Well-designed places**

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

#### **G. Heritage**

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

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

Towpaths make excellent places for people to walk and cycle considerably. Not only is this

great for recreation, it can be an attractive way for people to commute, reducing congestion, carbon emissions and poor air quality in the wider area and supporting people to lead healthier lives. There are also opportunities to use some waterways to transport freight, with some of the same benefits.

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

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

**aerial pic?**

**map?**

Appendices:

1. Membership of Working Group
2. Any other consultees
3. List of reference documents

**Newbury Town Council**

## Work Programme for Planning and Highways Committee Meetings

**Standing Items on each (ordinary meeting) agenda:**

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

3 June 2019	To review the Terms of Reference, the role and the membership of the Committee's Working Groups: a) Heritage and b) The Pedestrian Experience
Each November	Review of KPI's for Planning and Highways Committee
Each December	Send Budget proposals to RFO
June 19 (Quarterly)	Section 215 of the Town and Country Planning Acts
<i>Each April</i>	<i>To review progress on the implementation of the Town Plan</i>
15 May 2019	Election of Chair and Deputy Chair
June 2019	To approve the draft of the additional chapter to the Town Design Statement: "The Canal Corridor" for public consultation
<i>Each October</i>	<i>To review progress on the implementation of the Town Plan</i>