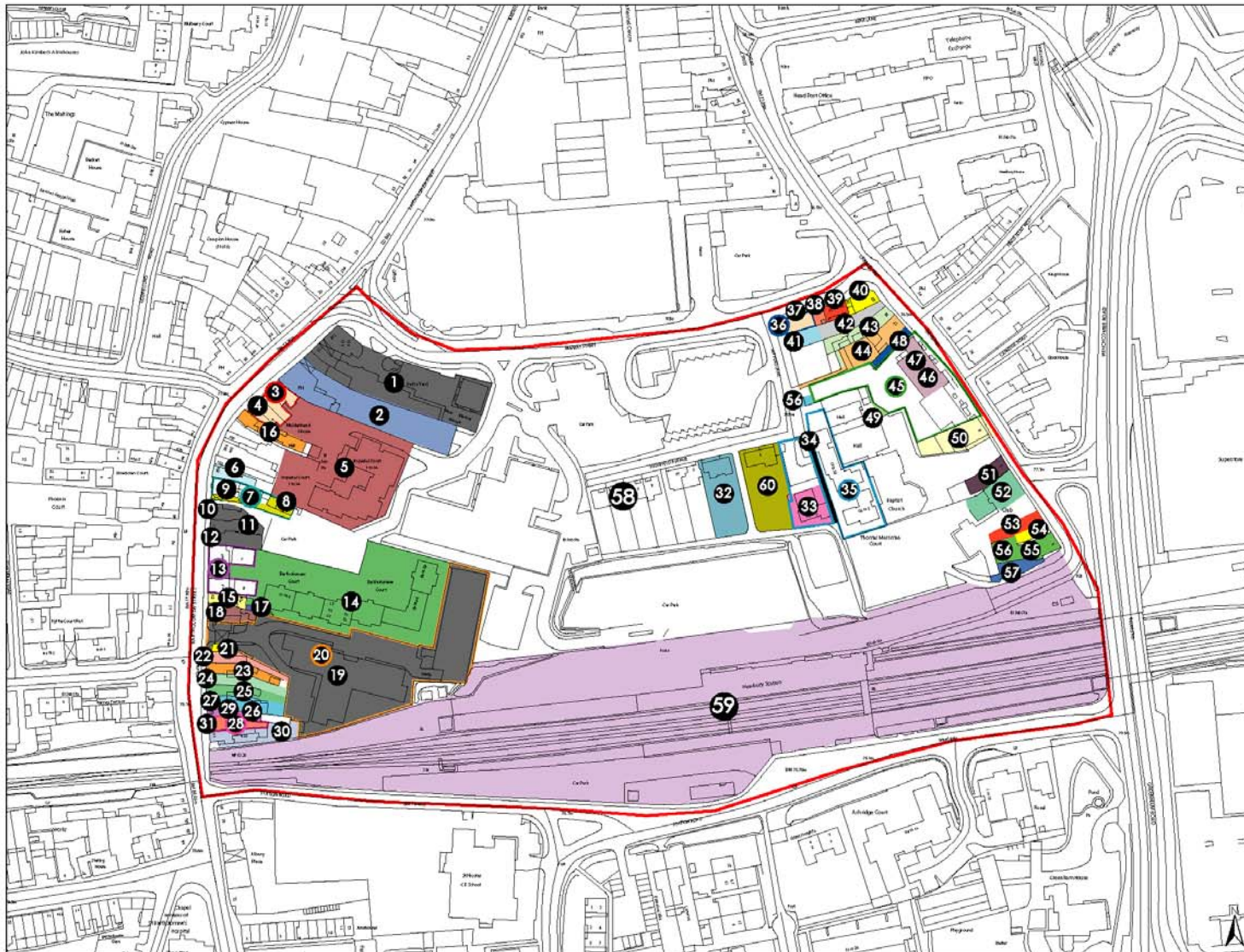


Appendix A
Land Ownership



APPENDIX A
 LAND OWNERSHIP
 (as at December 2004)

KEY

X For further details please refer to Table (on next page)

LAND OWNERSHIP

MAP REF.	PARCEL NUMBER	PROPERTY ADDRESS	TENURE	PROPRIETOR
1	BK	187730	Land and Building on the South East side of Bartholomew Street, Newbury	Freehold Michael Levi Weinstein and Philip David Weinstein and Leah Anne Frances Newman
2	BK	306458	The Dolphin Public House, Bartholomew Street, Newbury	Freehold West Register - (Public Houses III) Ltd.
3	BK	359600	Maidenhead House, 109-112, Bartholomew Street, Newbury	Freehold Stuart Povey and Karen Povey
4	BK	359598	Maidenhead House, 109-112, Bartholomew Street, Newbury	Leasehold Sovereign Housing Association
5	BK	359597	Land lying to the South West of Market Street, Newbury	Freehold Imperial Court (Newbury) Management Ltd.
6	BK	41426	102A Bartholomew Street, Newbury	Freehold Glenn Richard Powell and Helen Louise Spiller
7	BK	93295	The Eight Bells, Bartholomew Street, Newbury	Freehold Reginald Alfred Strudley and Christopher Arthur Vooght
8	BK	147160	7 The Eight Bells, Bartholomew Street, Newbury, RG14 6LD	Leasehold Anthony John Paynter and Kelly Mellor
9	BK	147159	The Eight Bells Arcade, Bartholomew Street, Newbury	Leasehold Reginald Alfred Strudley and Christopher Arthur Vooght
10	BK	47452	102 Bartholomew Street, Newbury	Freehold Ting Yau Yeung
11	BK	284940	101 Bartholomew Street, Newbury, RG14 5DY	Freehold Andrew John Smith and Linda Jane Smith
12	BK	72026	100 Bartholomew Street, Newbury	Freehold Rosemary Anne Bennett
13	BK	368643	1 to 8 and 99 Bartholomew Court, Bartholomew Street, Newbury	Freehold Sovereign Housing Association
14	BK	269657	Land and Buildings in Bartholomew Street, Newbury	Freehold Holding & Mangement (Solitaire) Ltd.
15	BK	259415	92 Bartholomew Street, Newbury	Freehold Andrew Thomas Fidler

16	BK	368128	108 Bartholomew Street, Newbury, RG14 5DY	Freehold	Christopher Neville Barrington Marriage and Christopher Compton Hall and Richard William Selwyn Drake
17	BK	364592	Electricity Substation lying to the East of Bartholomew Street, Newbury	Freehold	Southern Electric PLC
18	BK	327186	The Nags Head, 91 Bartholomew Street, Newbury, RG14 5DY	Freehold	Unique Pub Properties Ltd.
19	BK	195841	Land lying to the North of Bartholomew Street, Newbury	Freehold	Bennet Property PLC
20	BK	322107	Woodlands, Bartholomew Street, Newbury, RG14 5DZ	Leasehold	Vodafone Ltd.
21	BK	297240	90 Bartholomew Street, Newbury	Leasehold	Hall and Hopgood Ltd.
22	BK	109590	88 Bartholomew Street, Newbury, RG14 5EE	Freehold	Hall and Hopgood Ltd.
23	BK	250993	87 Bartholomew Street, Newbury, RG14 5EE	Freehold	Steven Paul Donno-Fuller and Amanda Jane Donno-Fuller
24	BK	236493	86 Bartholomew Street, Newbury, RG14 5EE	Freehold	Barry Michael Forkin and Pauline Joan Forkin
25	BK	306569	85 Bartholomew Street, Newbury, RG14 5EE	Leasehold	Mukti Miah
26	BK	286201	83 Bartholomew Street, Newbury, RG14 5EF	Freehold	Newbury Property Ltd.
27	BK	187352	84 Bartholomew Street, Newbury	Freehold	Nigel William Pennock and Tyrone Maurice Applin and Michael William Sutton
28	BK	376635	83 Bartholomew Street, Newbury, RG14 5EF	Leasehold	Little Aston Management Services Ltd. And Summerbay Estates Ltd
29	BK	286200	82 Bartholomew Street, Newbury, RG14 5EF	Freehold	Newbury Property Ltd.
30	BK	241399	81, 81A and 81B, Bartholomew Street, Newbury	Freehold	Abdul Quddus Choudhury and Mashuk Ahmed
31	BK	377124	82 Bartholomew Street, Newbury, RG14 5EF	Leasehold	Samir Abdul Mohammed and Rozmin Abdul Mohammed
32	BK	228326	2 Highfield Avenue, Newbury	Freehold	Paul Neville Marriage and Joyce Mary Marriage
33	BK	218254	Land at Highfield Avenue, Newbury	Freehold	Brian Maskell and Cyril Frank Moon and Hubert Charles Summersby and Margaret Ann Titcomb and The Baptist Union Corporation Ltd
34	BK	228499	Land lying to the South of Mayor's Lane, Newbury	Leasehold	Baptist Housing Association Ltd.
35	BK	220375	Thomas Merriman Court, Mayor's Lane, Newbury	Leasehold	English Churches Housing Group (ECHG)

36	BK	248080	Ground Floor Shop, Victoria House, Market Street, Newbury	Leasehold	Ladbroke Racing Ltd.
37	BK	125441	Victoria House, Market Street, Newbury	Freehold	Western Land PLC
38	BK	39100	19 Market Street, Newbury, RG14 5DP	Freehold	Western Land PLC
39	BK	38521	17 & 18 Market Street, Newbury	Freehold	Western Land PLC
40	BK	342380	20 Cheap Street, and 20 Market Street, Newbury	Freehold	Namulas Pension Trustees Ltd.
41	BK	166323	Land on the East side of Mayor's Lane, Newbury	Freehold	Empire Café (Newbury) Ltd.
42	BK	75986	19 Cheap Street, Newbury	Freehold	Wendy Lesley Berkeley and John Harry Rowland Berkeley and Nicholas Duncan Parker
43	BK	320639	18 Cheap Street, Newbury	Freehold	Muhit Khan
44	BK	266971	17 Cheap Street, Newbury, RG14 5DD	Freehold	Wyborn Hotels Ltd.
45	BK	103066	Mill Reef House, 9-14 Cheap Street, Newbury, Berkshire, RG14 5DD	Freehold	Dencora 2000 Ltd.
46	BK	241581	9-14 Cheap Street, Newbury	Leasehold	P & O Property Holdings Ltd.
47	BK	263162	9-14 Cheap Street, Newbury	Leasehold	DDC (United Kingdom) Ltd.
48	BK	102604	16 Cheap Street, Newbury	Freehold	Wyborn Hotels Ltd.
49	BK	49063	Land lying to the South of Cheap Street, Newbury	Freehold	The Trustees of the Newbury Baptist Church
50	BK	37218	8 Cheap Street, Newbury, RG14 5DD	Freehold	Andrew Hugh William Mills and Phillip Bann
51	BK	260823	7 Cheap Street, Newbury, RG14 5DD	Freehold	Blue Sky Apartments Ltd.
52	BK	325262	6 Cheap Street, Newbury	Freehold	John Madejski
53	BK	89588	Newbury Conservative Club, Cheap Street, Newbury	Freehold	Leslie Charles Rawlings and Robin Stuart James and Thomas George Foulis and John Nicholas Davidson
54	BK	217466	4 Cheap Street, Newbury, RG14 5DD	Freehold	Akhtar Miah
55	BK	217467	3 and 3A Cheap Street, Newbury	Freehold	Beeline Properties Ltd.
56	BK	352835	3 Cheap Street, Newbury	Freehold	Phillip Stickland and Heather Margaret Stickland
57	BK	220865	The Studio, 4 Cheap Street, Newbury, RG14 5DG	Freehold	Timothy Paul Karpinski

58					West Berkshire Council
59					Network Rail
60					Quakers

Appendix B
Archaeological Appraisal

B ARCHAEOLOGICAL APPRAISAL

Introduction

- B.01 This document has been prepared by the Archaeology team within the Heritage and Tourism Service of West Berkshire Council. It is intended to serve as an appraisal of the archaeological issues and archaeological potential within the area covered by the planning brief and the proposed development site.
- B.02 This report is an archaeological appraisal which can be defined as an initial consideration of a proposal undertaken by an appropriately qualified archaeologist, in this case the Council's Archaeological Officer. Appraisal usually involves the consultation of the Sites and Monuments Record (SMR) and any associated published or unpublished data held to support the SMR. Sometimes a site visit may be undertaken. The appraisal will confirm whether any further, more detailed, archaeological works, in the form of desk top assessment or field evaluation, is required
- B.03 It is not intended to act as a full desk based assessment as defined by the Institute of Field Archaeologists: -
- B.04 'The definition of desk-based assessment is a programme of assessment of the known or potential archaeological resource within a specified area or site on land, inter-tidal zone or underwater. It consists of a collation of existing written, graphic, photographic and electronic information in order to identify the likely character, extent, quality and worth of the known or potential archaeological resource in a local, regional, national or international context as appropriate.'

- B.05 This report has also deliberately steered away from any detailed discussion of the listed or historic buildings issues related to the site.

The Site

- B.06 The area covered by this appraisal lies at the southern end of Newbury Town centre. It is bounded to the north by Market Street, to the east by Cheap Street, to the north by the railway line and to the west by Bartholomew Street. The area of proposed redevelopment occupies an area within this broad envelope.
- B.07 The land within the search area is generally flat, although a slight rise to the south is evident. According to the Geological Survey of Great Britain the whole site lies on gravel terrace.
- B.08 The current use of the area is mixed with commercial, mainly retail with some office use, dominating the Cheap Street and Bartholomew Street frontages. A large part of the area is occupied by the main 4-storey office block for West Berkshire Council. Fronting on to Market Street is the town's Bus Station and a car park. At the northern side of the site further car-parking areas, for the station and the West Berkshire Council offices dominate. Through the middle of the site is a short residential road, Highfield Avenue, which consists of eight semi-detached and detached dwellings and their associated gardens.

Sources

- B.09 For the purpose of the appraisal no detailed documentary, historic map or aerial photographic search has been undertaken. However it has been possible to look the various Ordnance Survey map editions and a limited number of aerial photographs have also been examined. The West Berkshire SMR has been examined and from

this data from a small number of reports, mainly desk-based studies on nearby sites or archaeological fieldwork reports on sites within the study area, has also been retrieved.

- B.10 The main source of data about the archaeology and historical topography of Newbury remains that produced by Grenville Astill (1978). Although some fieldwork has allowed us to refine some of the conclusions reached in this work no overall synthesis of the town or its archaeology has been produced to replace this work.

Archaeological Objectives

- B.11 Although consideration of archaeology is now firmly established as part of the planning process through PPG16 (1990) and the Local Plan policies, it is now widely appreciated that archaeological excavation and research should be carried out within the context of a research framework and with clearly defined research objectives. Although a research framework, in the current sense of the term, does not exist for Newbury a series of questions were raised by Astill that are still relevant. Those, which are of relevance to the Market Street site, are: -

- the location of the Domesday settlement of Ulvritone;
- the date of the laying out of the town;
- the presence and character of Mesolithic activity in the area; and
- the presence and character of Romano-British activity in the area.

- B.12 Should the appraisal indicate that the site contains good potential to further our understanding of one or more of these topics this will heighten the requirement for further archaeological field work on the site.

Historic Maps (maps are attached at the end of this Appendix)

- B.13 John Willis Map of Newbury (1768) – This is one of the earliest maps of Newbury and includes the current study area. Market Street does not exist at this date, although a narrow lane (Mave Lane) follows a roughly similar line between Cheap Street and Bartholomew Street. The properties to the rear of Cheap Street and Bartholomew Street do not appear to extend as far from the street frontage as they do on later maps.
- B.14 The main portion of the Market Street development area is shown as agricultural land and would appear to retain the medieval common strips. The area is labelled as East Field.
- B.15 Davis' Plan of Newbury and Speenhamland (1849) – The major change from the 1768 map is the arrival of the railway and the location of the towns station at the southern end of the search area. There appears to be encroachment at the rear of properties on both cheap Street and Bartholomew Street into the former open field. The open field has also now been subdivided in to smaller plots and paddocks.
- B.16 Ordnance Survey 1st Edition (1880) – This map shows the Cheap Street and Bartholomew Street frontages occupied with continuous buildings. To the rear of the buildings the burgage plots that probably originate in the medieval period can be seen. Within these burgage plots are a range of built structures. Market Street appears for the first time on this map. The Market Street frontage is occupied by the Cattle Market, which was approximately 130m in length and 23m wide. To the south of the Cattle market there appears to have been a garden that was possibly associated with one of the properties fronting Bartholomew Street. Between this

garden and the railway line there appears to be an area used as paddock or some related function.

- B.17 Ordnance Survey 2nd Epoch (1899) – The 2nd epoch mapping shows little change from the 1882 edition.
- B.18 Ordnance Survey 3rd Epoch (1911) – The 3rd epoch mapping shows little change within the study area.
- B.19 Ordnance Survey 4th Epoch (1932-1938) – The 4th epoch mapping shows some considerable change within the study area. The Cheap Street and Bartholomew Street frontages remain largely unchanged. However, the Cattle market appears to have been re-configured to occupy a site approximately 100m long and 40m wide. Highfield Avenue has been built and the houses constructed.
- B.20 To the south of the gardens on Highfield Avenue the map indicates that a large area had been excavated out. This appears to form a level area adjacent to the railway station and it assumed that this excavation is related to railway activity, although sidings are not shown in the area. To the rear of Bartholomew Street hachures suggest that a large L-shaped trench 50 m long and 16m wide has also been dug out.
- B.21 Ordnance Survey 6th Epoch (1966) – Major changes to the market Street area are shown on this map. The Cattle market has been closed and its previous site is now shown as a car park. There appear to be some changes on Highfield Avenue, although whether these are due to more accurate surveying or actual changes is unclear. The areas to the rear of both Cheap Street and Bartholomew Street have significant changes with several new buildings appearing in these areas.

- B.22 Ordnance Survey 7th Epoch (1991) – This map shows the area close to its current day layout. The West Berkshire Council Offices are now present and the car park on Market Street has been replaced by the Bus station. A small area of parking remains, but a larger car park now exists in the area adjacent to the railway station.

Archaeological Evidence

- B.23 Prehistoric – The earliest evidence for human activity in the area comes from just north of the railway station where a hand axe of the Middle Acheulian period (approximately 200, 000 years before present) and four flint flake implements were discovered during gravel extraction (SMR No WB10066). Flint tools of this type are not unknown from the Kennet valley, but they tend to occur in secondary contexts.
- B.24 The Kennet Valley in the Newbury area is now well known for the evidence of Mesolithic (10,000-3,000 BC) activity. Although no evidence has been produced from within the current study area excavation in the northern end of both Cheap Street and Bartholomew Street have produced significant amounts of Mesolithic worked flint.
- B.25 There is little evidence for later Prehistoric (Bronze and Iron Age) activity within this part of Newbury.
- B.26 Romano-British – A major Romano-British Cemetery was discovered to the east of the study area in the 19th Century, during the construction of railway sidings. Roman pottery was also found on the site of the railway station. Some Romano-British material has also been found during excavations in Cheap Street and Bartholomew Street. Despite these tantalising hints no trace of the

major settlement of this period often postulated for southern Newbury has been found.

- B.27 Early Medieval – The existing evidence suggests that the town of Newbury was founded after the Norman Conquest. However, reference to a manor of Ulvritone in the Domesday Book, which included 51 hage (settlement Enclosures), suggests that a settlement of some size did exist in the area in the late Saxon period.
- B.28 The only entry for this period on the Sites and monuments Record is a single coin of Egbert (AD 802-39), which was found in Cheap Street, although the circumstances of the find are unknown.
- B.29 Medieval – As has been stated Newbury was founded following the Norman Conquest and is first referred to in AD1080. The location of this new town appears to have been south of the River Kennet, probably in the area of the Market Place and St Nicholas's Church. The town prospered during the medieval period and it extended to the north and to the south.
- B.30 The medieval Hospital of St Bartholomew on Newtown Road probably marked the southerly extent of the town along Bartholomew Street just south of the Railway line.
- B.31 The full extent of the medieval town along Cheap Street is less well understood. Documentary sources suggest that a leper hospital existed at the southern end of Cheap Street, within the study area, although the exact location of this is not known. This hospital would have been located just outside the town and might indicate that the southern end of Cheap Street was not considered to be part of the town at this time.

- B.32 Archaeological fieldwork in recent years on properties in Cheap Street and Bartholomew Street have indicated that although there was some medieval activity in the area it was not as intense as previously thought. The map evidence might also indicate that as the properties in this part of town did not have the long narrow burgage plots typical of 11th – 14th Centuries the area was occupied at a later date.

Modern History/Use

- B.33 The map evidence (see above) is instructive in aiding our understanding of the development and use of this area in the modern era. Market Street is a modern addition to the townscape, appearing at some point between 1849 and 1880. The introduction of a major new road through this part of the town had major impact on its character and use. Areas that were previously inaccessible and were given over to agriculture now fronted on to a major street. The Cattle Market made use of this opportunity.
- B.34 There was gradual encroachment, from Cheap Street and Bartholomew Street into the study area.
- B.35 The other significant change in the 19th century was the construction of the railway.
- B.36 Despite the introduction of Market Street and the railway large parts of the study area remained in agricultural/horticultural use into the 20th Century. Between 1911 and 1930 a large area north of the railway station was excavated. It is not known why this was undertaken, but it is assumed that it was associated with the railway activities, although it might simply have been a gravel extraction operation. Highfield Avenue was also built in the same period. A Friends (Quaker) Meeting House was established in one

of the properties on Highfield Avenue, although it is not known whether this was accompanied by a burial ground.

- B.37 The Cattle Market was closed in the Late 1960's and the area given over to car parking. A major multi-storey car park was erected on the site of the Cattle Market in 1972. This was demolished in the late 1980's and the site given over to the Bus Station. The Council Offices were also constructed in the mid 1970's.

Conclusions

- B.38 There are good reasons for concluding that the study area does contain good potential for assisting with at least two of the research aims highlighted: -

- the presence and character of Mesolithic activity in the area; and
- the presence and character of Romano-British activity in the area.

- B.39 However, it is also clear that a great deal of the site has been subjected to significant modern development that will have damaged or destroyed any archaeological deposits present. The areas most affected by these modern activities are: -

- the southern part of the site, adjacent to the railway station where quarrying will have removed all archaeological deposits;
- the Market Street Frontage where the construction and subsequent demolition of the multi-storey car park will have severely compromised any archaeological deposits; and

- the West Berkshire Council Offices where construction activities will have removed any archaeological deposits present.

- B.40 Within the centre of the site is a thin strip of land occupied by the houses and gardens of Highfield Avenue where archaeological deposits/features may survive.

Further Work

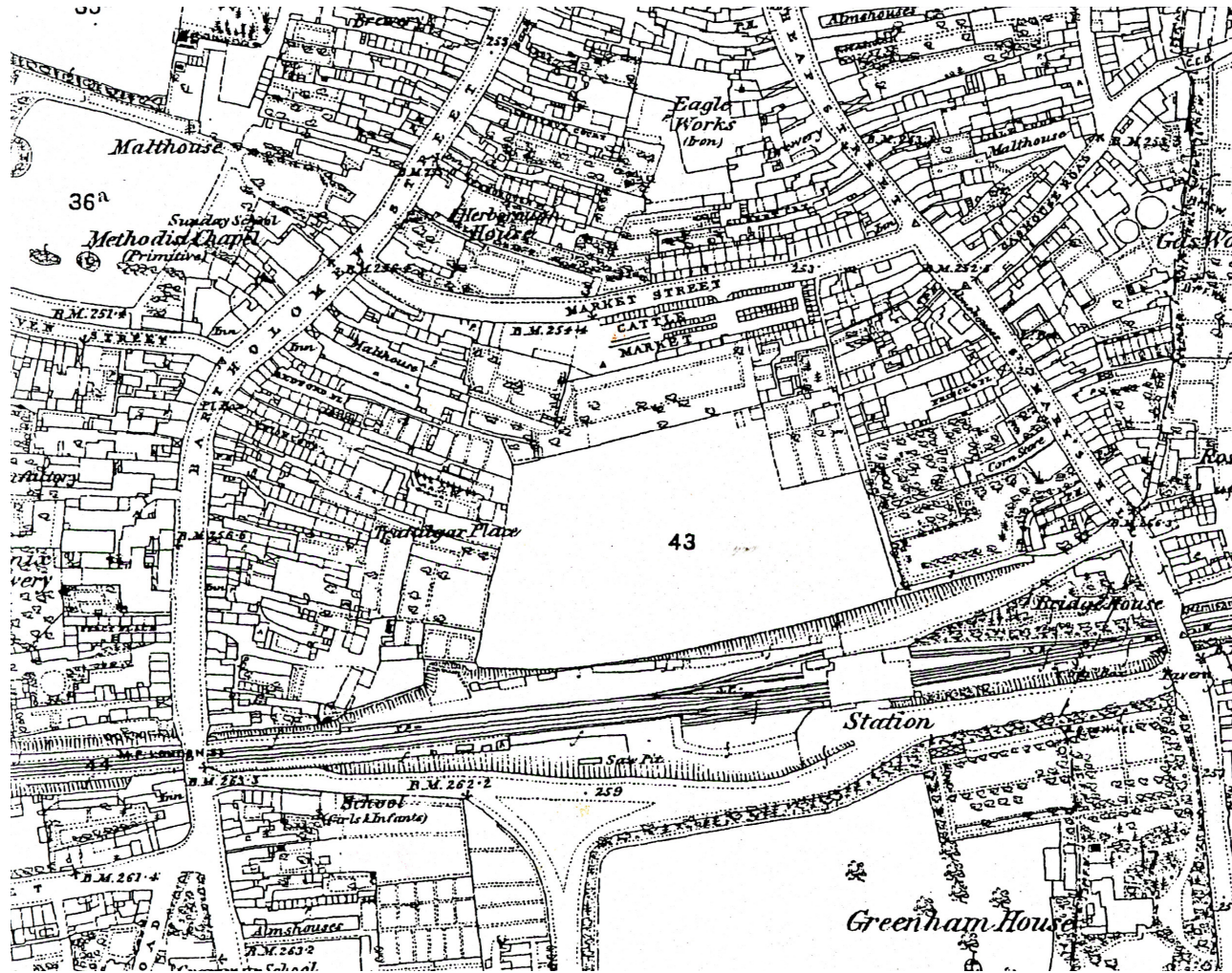
- B.41 Although much of the site is of low value archaeologically it is suggested that some limited field evaluation within the garden of Highfield Avenue would be useful to characterise the archaeological potential of this area of the site. This evaluation would consist of a small number of hand dug test pits and should be undertaken at the earliest opportunity.

- B.42 Further research is also required to clarify the nature of the Friends Meeting House and whether any burials might exist at this location.

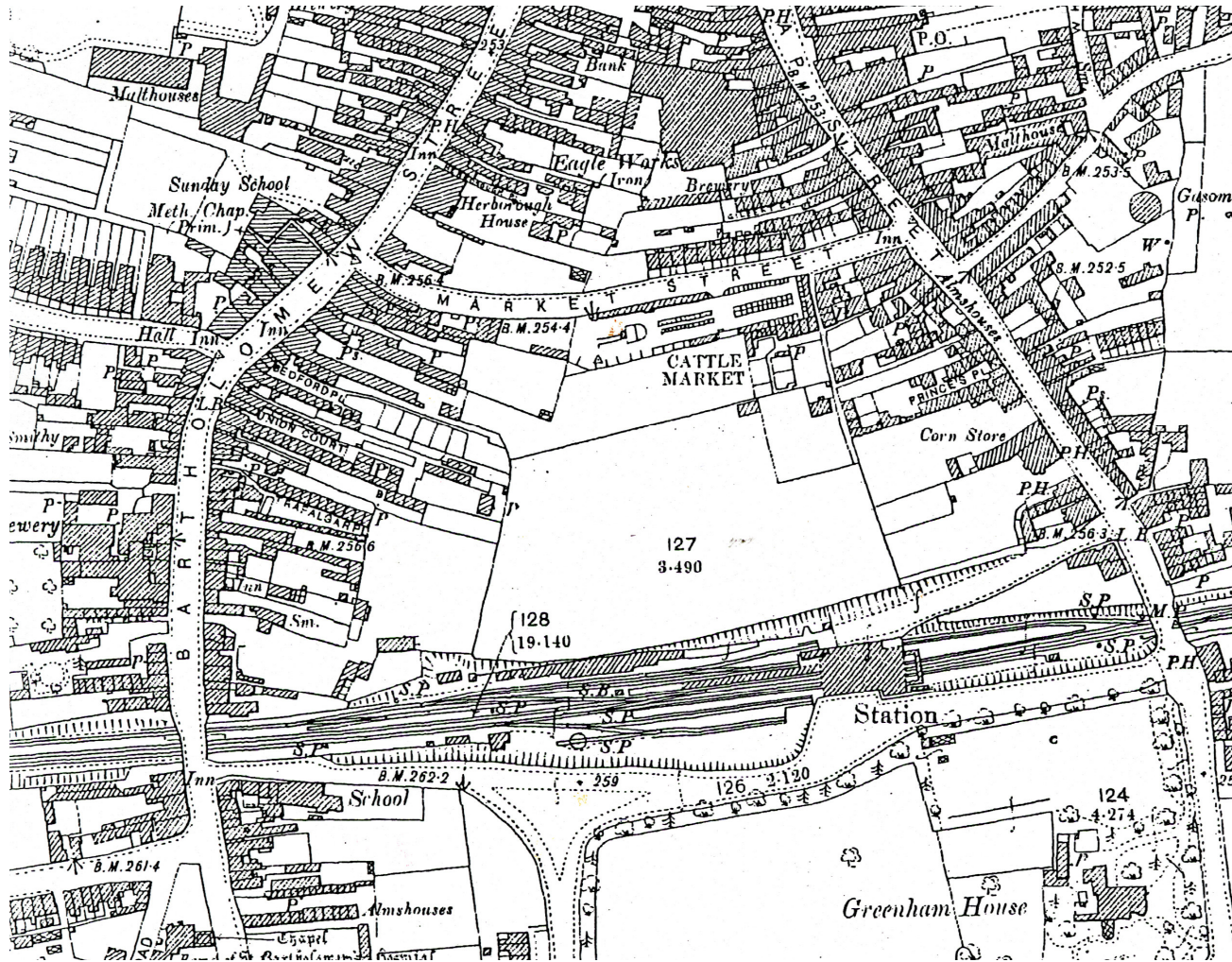
- B.43 The research carried out would suggest that there would be little gained from commissioning a full archaeological desk-top study for this area. It is unlikely that any major new evidence that might significantly alter our understanding of this site would come to light should desk-top study be carried out.

Duncan Coe
Archaeological Officer West Berkshire Council
November 2004

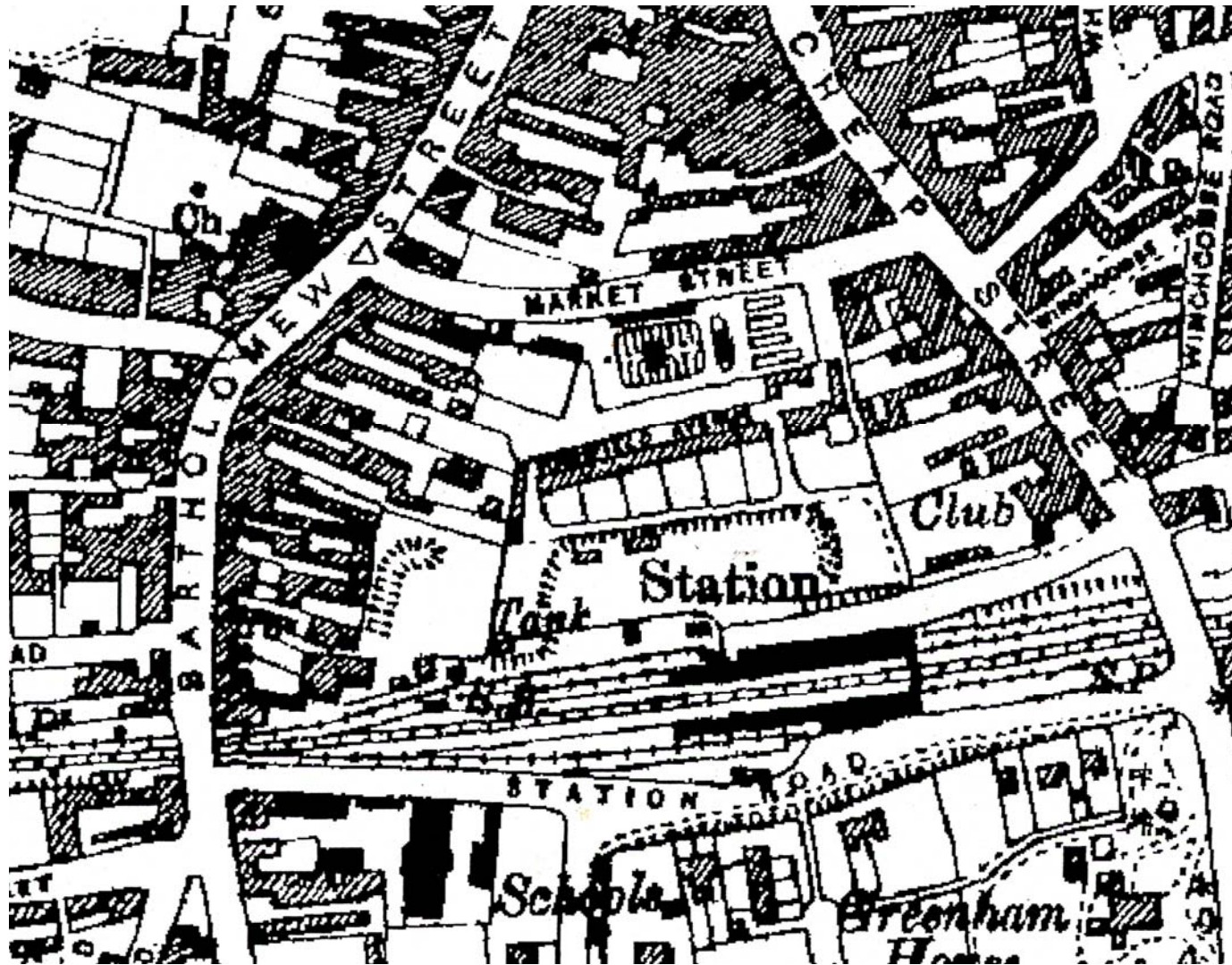
OS 1st Edition Mapping



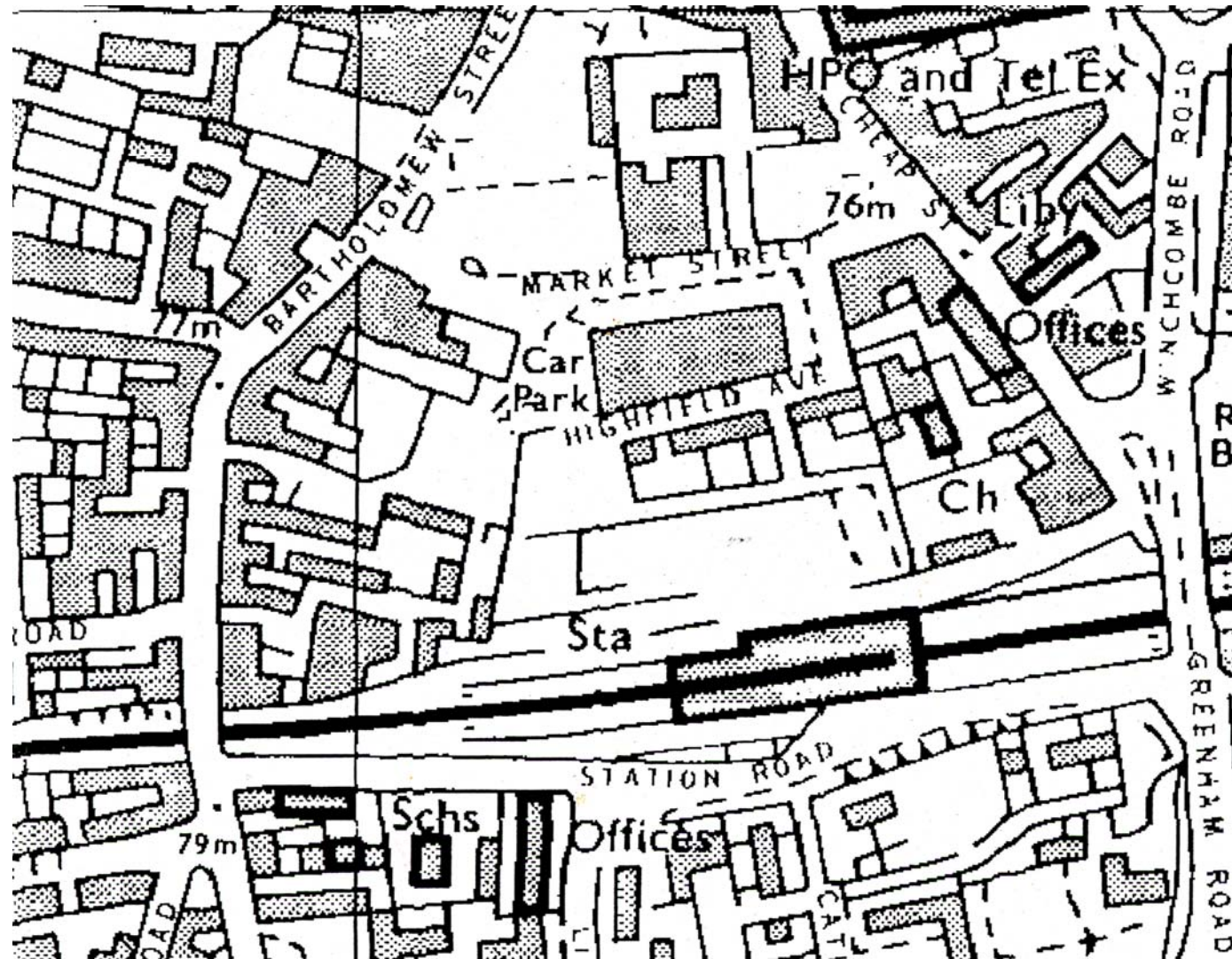
OS 2nd Epoch Mapping



OS 4th Epoch Mapping



OS 6th Epoch Mapping



Appendix C

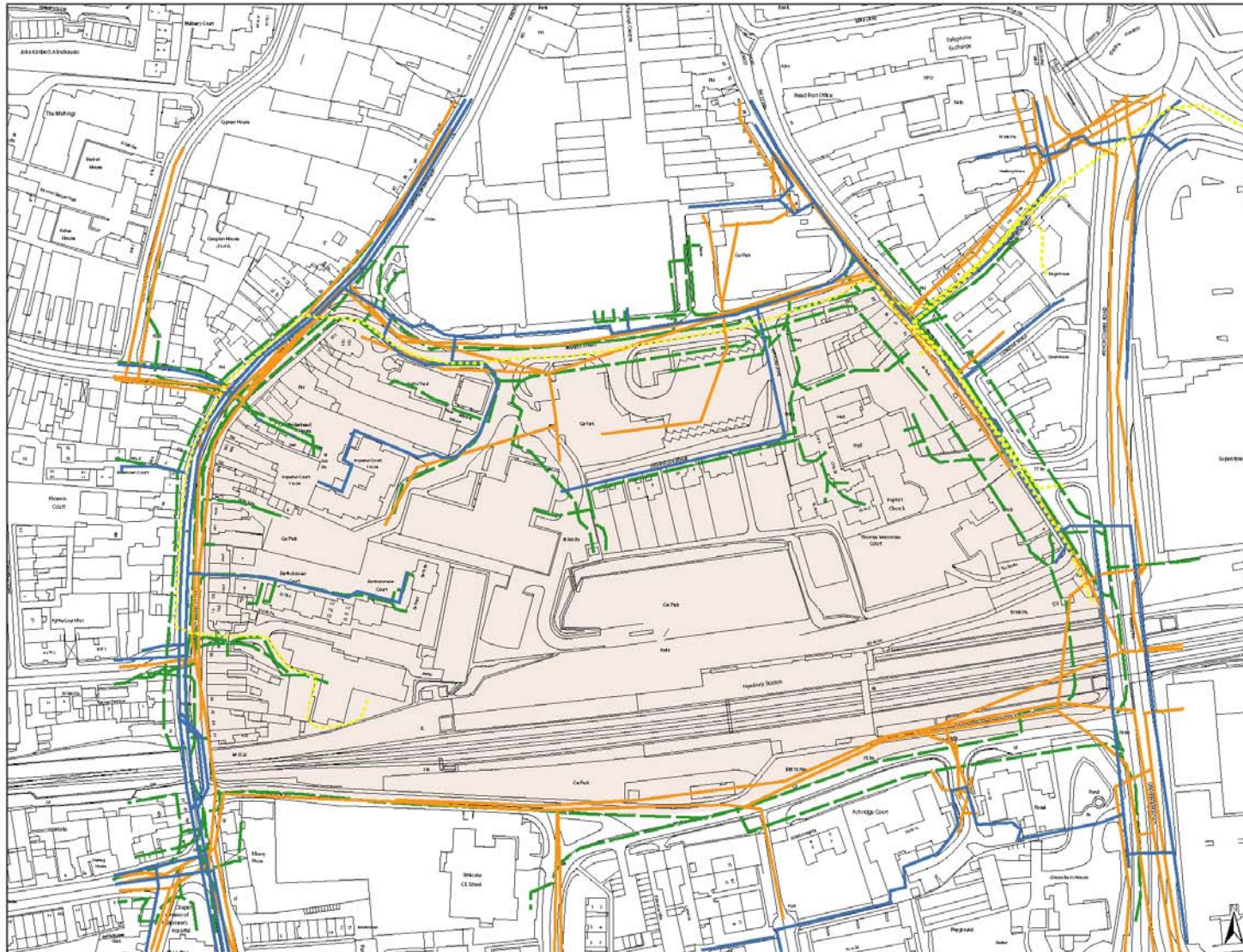
Schedule of Listed Buildings

Appendix C - Schedule of Listed Buildings

Address	Site Reference	Grading	Comments
The Eight Bells, Bartholomew Street	7/36	II	Probably C17; formerly the Eight Bells public house until circa 1970. Refenestrated C19 with modern 2 storey addition at the rear. One-and-a-half storeys. Three gabled bays, that at south and over carriageway to the former 'Trafalgar Place'. Tiled roof with finials and bargeboards to gables. Timber-framed with plastered front. Three-light ground floor windows with traceried Gothic lights; 2-light 1 st floor windows with traceried lights and hood moulds. Gabled porch with turned balusters; ½ glazed door. Interior with moulded beams.
102 and 103 Bartholomew Street	7/37	II	Probably C17 pair of houses, refronted late C18. Two storeys; No 102 with dormer. Central passageway. One window each. Tiled roof. Former central brick stack removed. Timber framed with plaster panels in south gable. Grey brick front with painted ground floor. Baking dormer casement with slated cheeks. Segmental-arched, flush-framed sash windows with exposed boxing to 1 st floor; No 103 retains glazing bars with small panes. Segmental-arched central entrance to passageway. Modern ground floor fronts. At rear 2 large timber framed gables with brick noggin. Roof of No 102 gable heightened.
104 to 106 Bartholomew Street	7/38	II	C16 or C17 house, now in 3 occupations. Two storeys; former dormers removed. Three windows. Tile roof, former central brick stack removed. Stucco front. Three-light mullioned windows to 1 st floor. Central passageway entrance with semi-elliptical archway with keystone dated 1824, which probably refers to the former Union Court behind it, now destroyed. At the rear large tile-hung gable and old brickwork.
113 Bartholomew Street (Dolphin Inn)	7/39	II	Probably C17/C18 inn, refronted late C18 or early C19. Two storeys. Double fronted with 3 windows with 1 window carriage-entrance bay at north end. Tiled roof. Red brick with dentil cornice and stucco plinth. Gauged flat red brick arches to flush-framed sash windows with glazing bars and side lights. Segmental arched carriage entrance. Doorway with bracketed roof. Rear fascia tile-hung brick and timber.

114 and 115 Bartholomew Street	7/40	II	Late C18 or early C19. Three storeys. Three windows. Half-hipped tile roof. Brick with dentil eaves cornice. Red gauged brick arches to recessed sash windows; 2 windows on first floor with side-lights. Segmental-arched carriage entrance at north end. Modern shop front. Included for group value.
118 and 119 Bartholomew Street	7/41 and 8/41	II	Late C18 or early C19. Three storeys. Three windows. Tile roof. Brick with plain stucco 2 nd floor band. Dentil eaves cornice. Recessed sash windows with stucco heads and keys, and bars. Paired central 1 st floor window flanked by French windows to former balconies. Late C19 shopfront with pilasters and consoles carrying cornice.
6 Cheap Street (west side) (West Berkshire Conservative Association)	8/64	II	Early C19 (before 1837) town house. Two storeys and semi-basement. Double fronted with 3 windows. Hipped Welsh slate roof with moulded brick stacks. Red brick with yellow brick dressings. Dentil eaves cornice. Plinth. Gauged flat brick arches to recessed sash windows with glazing bars. Recessed entrance approached by shops. Pilasters on quoin of reveals with entablature and pediment. Rectangular fanlight and panelled door. Interior with contemporary staircase with lantern light above.
8 Cheap Street	8/65	II	Early C19 remodelling of mid C18 town house. Two storeys and dormers. Two windows. Hipped tiled roof with moulded brick stacks. Painted brick (north side with mid C18 brickwork). Dentil eaves cornice. Two hipped dormer casements with leaded lights. Gauged flat brick arches to slightly recessed sash windows with sidelights and glazing bars to 1 st floor. Three light sash windows with glazing bars to ground floor with continuous modern canopy over. Modern, one storey side entrance extension in south side with bracketed hood over doorway. Interior with good mid C18 staircase and panelling in ground floor south room at back.

Appendix D
Services and Utilities



APPENDIX D SERVICES AND UTILITIES

KEY

- Site Boundary
- Sewer
- Water
- Communications Network
- Scottish and Southern Energy Electricity Cables



Appendix E
Planning Policy Analysis

E PLANNING POLICY ANALYSIS

Introduction

E.01 This appendix provides a detailed analysis of national, regional and local planning policy and guidance considered relevant for the redevelopment of the Market Street site. It supplements the analysis in Section 3. The appraisal begins with a review of national and regional planning policy. This is followed by an analysis of local policy including the Local Plan and Supplementary Planning Guidance. In addition, a range of other documents are reviewed including design guidance, emerging local transport studies and local visioning documents.

National Planning Policy

PPS 1: Delivering Sustainable Development (January 2005)

E.02 PPS 1 puts sustainable development at the heart of planning principles and policy. The four aims of sustainable development (see below) should be integrated to help create Sustainable Communities.

- High and stable levels of employment and economic growth.
- Social inclusion.
- Environmental protection.
- Prudent use of resources.

E.03 PPS1 also highlights the importance of protecting and enhancing the historic environment, the importance of high quality urban design and the need to focus on long-term objectives. The main

objectives for sustainable development and Sustainable Communities are:

- to promote urban and rural regeneration;
- to promote sub-regional and local economies;
- to create healthy, inclusive and safe communities;
- to focus development which attracts large numbers of people in town centres;
- to make the most efficient use of land; and
- to reduce the need to travel.

PPG 3: Housing (March 2000)

E.04 PPG 3 puts emphasis on sustainable residential development via the most effective use of previously developed land within existing urban areas. The guidance encourages Local Authorities to facilitate mixed-use development by constructing more housing, including affordable housing, in town centres. The conversion of space above shops and the use of vacant commercial buildings should be promoted.

PPS 6: Planning for Town Centres (March 2005)

E.05 PPS 6 reaffirms the Government's 'town centre first' message. It reinforces the need for Local Authorities to positively plan for sustainable and inclusive town centres. It also emphasises the importance of:

- ensuring access for all to a wide range of everyday goods and services;

- promoting more sustainable patterns of development by reducing reliance on the car and providing a range of transport means;
- high-density, mixed-use development;
- good design;
- quality public open spaces;
- protecting and enhancing the architectural and historic heritage of centres;
- the potential for economic growth, investment and employment opportunities; and
- town centre management and partnerships to improve and manage urban areas.

E.06 Local Planning Authorities are encouraged to identify sites within and adjoining existing town centres for growth.

PPG 13: Transport (October 2002)

E.07 PPG 13 seeks to integrate planning and transport at the national, regional and local level to promote sustainable transport for jobs, shopping, leisure facilities and services and to discourage the use of the private car. The guidance also promotes a mix of uses in central locations, where one trip can serve several purposes, and it encourages higher density development around transport nodes.

PPG 15: Planning and the Historic Environment (October 2002)

E.08 PPG 15 provides a full statement of Government policies for the identification and protection of historic buildings, Conservation Areas and other elements of the historic environment. The Guidance advocates early consultation with Local Planning

Authorities and English Heritage during the design of a proposed development in such areas.

PPG 16: Archaeology and Planning (August 2001)

E.09 PPG 16 sets out the Secretary of State's policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. It gives advice on the handling of archaeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions.

PPS 22: Renewable Energy (August 2004)

E.10 PPS 22 Renewable Energy sets out the Government's planning policies in respect of the development of renewable energy resources in England. It instructs planning authorities to "promote and encourage" rather than restrict the development of renewable energy sources. Planners must also give "significant weight" to the environmental and economic benefits of renewable energy projects and cannot make assumptions about the technical and commercial feasibility of proposed developments. The statement also allows planning authorities the option of requiring a percentage of energy used in new buildings to come from on-site renewable energy developments.

PPS 23: Planning and Pollution Control (October 2004)

E.11 The key policy aims of PPS 23 are to facilitate planning for good quality, sustainable development that takes appropriate account of pollution and contaminated land control issues while avoiding duplication of the existing pollution control systems. The aim is to enable the planning system to contribute to improvements in the quality of air and water and to assist in the remediation of

contaminated land through the process of development—which is the main driver in bringing such land back into beneficial use.

Regional Planning Policy

E.12 Regional Planning Guidance for Berkshire is contained in the South East Regional Guidance (RPG 9), which was adopted in March 2001. The RPG has since been amended following partial reviews concerning Transport, Energy and Tourism, Ashford and Waste and Minerals.

RPG 9 (South East)

E.13 The Guidance sets out Government Policy for the South East and provides the regional planning framework for the next 15 years. The primary purpose of the guidance is to provide a regional framework for the preparation of Local Planning Authority Development Plans.

E.14 Key development principles outlined in RPG 9 include:

- Urban areas should become the main focus for development by making them more attractive and accessible so they can attract investment.
- The pattern of development should be less dispersed allowing more sustainable patterns of activity, allowing home, work, leisure, green spaces, cultural facilities and community services to be in closer proximity.
- Greenfield development should take place only after other alternatives have been considered and should have regard to the full social, environmental and transport costs of locations.

- Sufficient housing, and in particular affordable housing, should be provided for all who need to live and work in the region, to encourage social inclusion and avoid pressure for housing in adjoining regions.
- The development of housing should be more sustainable, providing a better mix of sizes, types and tenures, having regard to the structure of households and people's ability to access homes and jobs.
- Development should be located and designed to enable more sustainable use of the region's natural resources including the supply of food, water, energy, minerals and timber, the effective management of waste, the promotion of renewable energy and the reduction of air, land and water pollution.
- There should be continued protection and enhancement of the region's biodiversity including internationally and nationally important nature conservation areas, and the Region's landscape and built and historic heritage.
- Access to jobs, services, leisure and cultural facilities should be less dependent on longer distance movement and there should be increased ability to meet normal travel needs through safe walking, cycling and public transport with reduced reliance on the car.
- Transport investment should support the spatial strategy, maintaining the existing network, enhancing access as part of more concentrated forms of development, overcoming bottlenecks and supporting higher capacity and less polluting modes of transport.

E.15 **Policy Q 1** states that urban areas should be the prime focus for new development and redevelopment. **Policy Q 2** aims to raise the quality of life in urban areas by making them more attractive places to live, work, shop, spend leisure time and invest, in order

to reduce dispersed patterns of residence and travel. **Policy Q 3** states that new development and in particular residential development should make more efficient use of land.

E.16 **Policy H 1** states that during the period 2001-2006, provision should be made for an average of 39,000 net additional dwellings per year in the South East. In Berkshire, the guidance suggests that 2,620 net additional dwellings should be provided.

E.17 **Policy T 1** states that new development should minimise the distance which people need to travel whilst enhancing choice and ensuring ease of access for all users. In order to ensure that new development is consistent with the overall spatial, social, economic and environmental strategy for the region, regard should be had to the following criteria:

- new development should be planned holistically to minimise the need for vehicular movement and to facilitate and encourage safe movement by foot, cycle and public transport;
- development that generates a large number of passenger movements (e.g. cultural facilities or places of employment) should be located at or close to sites which provide, or have the potential to provide, ready and convenient access by foot, cycle and public transport;
- development should make the best use of existing transportation networks and have regard to strategic priorities; and
- development should be planned to enhance the viability of new and existing public transport services.

E.18 Proposed alterations relating to energy efficiency and renewable energy aim to promote a more sustainable pattern of energy use

whilst ensuring that development does not harm the Region's environment. **Policy EN 2** states that Development Plans should encourage the incorporation of high standards of energy efficiency in all development. The policy states that energy efficiency and renewable energy should be promoted through Supplementary Planning Guidance.

The Draft South East Plan (January 2005)

E.19 The South East Plan is the Regional Spatial Strategy for the south east. It covers a period from 2006 – 2026 and sets the strategic framework from which key local authority documents will be developed, including Local Development Frameworks (LDFs), Local Transport Plans (LTPs) and Cultural and Tourism strategies. The plan is a spatial strategy covering land use policies and social and economic dimensions relating to those land use policies.

E.20 The vision for the draft Plan takes as its theme 'A Healthy Region' and sets the challenge that there will be a sustained improvement in quality of life in the South East by 2026, measured in terms of social well-being, the economy, environment and the management of the region's natural resource.

E.21 Focussing development in urban areas is a key principle of the draft Plan and is highlighted in **Policy CC7**. The policy requires local planning authorities to concentrate development in urban area and ensure that developments are well designed and consistent with the principles of urban renaissance and sustainable development.

E.22 **Policy BE1** supports higher density and mixed use schemes in urban areas, particularly in places with good transport accessibility. BE1 also requires local authorities to identify key sites for which briefs need to be developed, and to give attention to specific measures to improve the public realm and public spaces.

E.23 **Policy H3** states that housing developments should generally be in locations that are, or can be, well served by a choice of transport modes, with higher densities in and near locations well served by public transport. **Policy H6** seeks an appropriate range of housing opportunities in terms of a mix of housing types, sizes and tenures.

E.24 **Policy TC1** of the draft plan recognises that accessible, attractive and vibrant town centres are fundamental to the sustainable development of the South East and will continue to be the focal point for development. The policy promotes good quality development which will regenerate and renew town centres.

E.25 Newbury is recognised as part of a network of town centres (**Policy TC2**). **Policies TC3 and TC4** identify that the scale and nature of new development should be appropriate to the centre and that a mix of uses should be promoted. **Policy TC4** requires local authorities to strengthen the role of town centres through the promotion of urban regeneration, quality urban design, attractive and safe environments, improved access by public transport, cycling and walking and a mix of uses.

E.26 **Policy CC3** of the draft plan promotes the efficient use of resources through development design and the use of sustainable construction techniques.

Berkshire Structure Plan

E.27 The Berkshire Structure Plan 2001 – 2016 has been through all relevant preparation stages and is expected to be adopted in Autumn 2005. The Plan replaces the Berkshire Structure Plan 1991 – 2006.

Overall Strategy

E.28 The Structure Plan has five general principles:

- the overall vision for Berkshire is for sustainable development and the creation of diverse and sustainable communities;
- Berkshire will continue to play a major role in the national and international economy, resulting in increased levels of prosperity;
- the area's affluence will spread more widely;
- Berkshire's natural resources will be carefully managed to ensure they are available to future generations; and
- the area will be home to scenic and architectural assets and a wide variety of species, which will be protected for future generations.

E.29 The Structure Plan identifies that Newbury will:

“continue to develop as an important business centre while maintaining its role and character as a market town with strong links to the surrounding rural areas. New residential development will continue to occur through redevelopment of sites within the built up area and will be linked to infrastructure provision. Accessibility to the national road and rail network will continue to ensure that the town is an attractive location for existing and incoming businesses. There will be enhancements to public transport to create improving links between the towns' business and residential areas.”

E.30 **Policy DP1** (Spatial Strategy and Development Principles) identifies Newbury as a principal focus for major development. It states that the scale of development will be related to the current

and future provision of public transport, cycling and walking and by the level of other infrastructure such as services and employment.

- E.31 **Policy DP4** seeks to ensure the infrastructure, services and amenities made necessary by the development are provided, including through contributions made by landowners or developers, to ensure that development does not impose unwarranted costs upon public services in an unsatisfactory form of development.
- E.32 **Policy DP5** states that town centres should include a variety of uses in close proximity and should include employment opportunities, a substantial element of housing including a wide variety of housing types including affordable, services and amenities for the needs of the population.
- E.33 The policy requires development to produce a relationship between buildings and open spaces which provides an attractive sense of place and ample safe public space for leisure and civic amenity and buildings of good design. It should also promote safe and pleasant pedestrian and cycle movement.
- E.34 **Policy EN4** requires development to have regard to the wider historic environment and seeks to conserve, and where appropriate, enhance areas of historic importance and their settings and the historic character of the built environment.
- E.35 **Policy EN6** encourages the use of sustainable drainage solutions, **Policy EN7** states that development should not give rise to deterioration in the quality of groundwater or surface water.
- E.36 **Policy EN8** requires all forms of development to maximise the opportunity to incorporate energy efficiency and energy conservation into their design, layout and orientation.

Additionally, renewable energy generation should be considered in all development proposals subject to avoiding adverse impacts on landscape, biodiversity and local amenity. Whilst development proposals for the generation of electricity and heat from renewable resources are encouraged.

Housing

- E.37 **Policy H1** of the Plan allows for the provision of approximately 40,740 net additional dwellings in Berkshire between 1 April 2001 and 31 March 2016.
- E.38 **Policy H2** distributes this overall provision between the various districts and divides this into three periods. The table below sets out the requirement for West Berkshire for 9,080 new dwellings between 2001 – 2016.

District	2001-2006	2006-2011	2011-2016	Total 2001-2016
West Berkshire	3,900	2,590	2,590	9,080

- E.39 **Policy H 6** requires residential development to make efficient use of land, by achieving densities in excess of 50 dwellings per hectare (net) in areas with good public transport accessibility or in areas where there are firm proposals to raise the level of accessibility to an acceptable standard. The policy also requires schemes involving residential development to provide a variety of dwelling sizes and types.

Employment

- E.40 **Policy E1** states that major town centres, including Newbury, should be the principal locations for major office developments.

Shopping and Leisure

- E.41 Berkshire's rapid growth and affluence has resulted in considerable growth in retail and leisure expenditure in recent years.
- E.42 **Policy S1** states that the scale and nature of new retail and leisure development will be consistent with the role of the centre. The draft Policy states the following with regards to the function, scale and future needs of Newbury.
- E.43 **Function and scale:** Newbury serves the convenience and many of the comparison shopping needs of the Newbury and Thatcham built-up area along with its large rural hinterland. Newbury has recently been enhanced by pedestrianisation. There are threats to its higher-order retail functions from Reading and other major centres outside the County.
- E.44 **Future Needs:** There is scope for retail and leisure growth in Newbury town centre as part of mixed-use development of a type that will serve to sustain and enhance the diversity of employment within the town. Such development will capitalise upon the market town character of the centre, expanding floorspace in order to enhance and build upon the quality and variety of the shopping and leisure facilities already available in the town centre.

Transport

- E.45 **Policy T1** seeks to improve transport nodes and links between them to assist the concentration of development in major towns,

promote urban regeneration and make best use of modes of travel other than the car. The policy seeks to promote alternative modes of travel to the car, increase safety and improve access to jobs, leisure opportunities and services for all members of the community.

- E.46 **Policy T4** requires all developments to take appropriate measures to offset any adverse effects it has for the transport network. Development which generates a significant number of trips should include the promotion of sustainable alternative modes.

Local Planning Policy

West Berkshire District Local Plan

- E.47 The local policy framework is the West Berkshire District Local Plan adopted in 2002. As a result of the Planning and Compulsory Purchase Act 2004 the Local Plan will shortly be under review. It is anticipated that the policies contained in the adopted Local Plan will continue as 'saved' policies until a Local Development Framework is adopted in 2007.
- E.48 The Market Street site falls within the Town Centre Commercial Area (**Policy SHOP.1 and ECON.5**). The site is a Conservation Area (**Policy ENV.33**) and several Listed Buildings are located along the east and west site boundaries. The north of the site lies on the edge of the designated Primary Shopping Frontage. These policies together with other relevant policies are summarised below.

Core Policy and Planning Benefits

- E.49 **Policy OVS.1** contains the overall strategy and states that in line with national and regional policy, the Council will seek

sustainable, preferably brownfield locations for development with appropriate access to public transport and community facilities.

E.50 Energy efficiency is considered to be a key issue for all development. **Policy OVS.10** states that the Council will seek appropriate design principles, which facilitate energy efficiency including:

- the siting, form, orientation and layout of buildings to maximise positive solar and natural heating, lighting and ventilation;
- the use of soft landscaping and trees to increase summer shade and reduce heat loss in winter; and
- the use of energy efficient technology for heating, lighting and power.

E.51 Reducing the opportunity for crime is also key to the Council's overall strategy. **Policy OVS.11** states that new development should be of a high design standard which maximises the natural surveillance of public space, limits access points, provides secure boundaries, provides adequate lighting, encourages social contact and supports neighbourhood watch principles.

Housing

E.52 The Local Plan encourages housing on appropriate sites in town centres which contribute to the vitality of urban areas and to the aims of sustainability. **Policy HSG.4** states that the Council will permit proposals for residential development of appropriate sites subject to the following criteria:

- the site is a sustainable location;

- the site is not identified in **Policy ECON.1** (Retention of Existing Employment Sites);
- the proposal has no greater impact in terms of the size and bulk of the buildings and the site coverage is no greater than the existing or committed development;
- the proposal is of an appropriate design, form, character and siting and will not have unacceptable adverse environmental impacts;
- the proposal will secure an appropriate level of environmental improvement; and
- the proposal will provide a satisfactory level of residential amenity.

E.53 **Policy HSG.8** states that on suitable sites of more than 10 dwellings and where there is a local need, residential units must be capable of being adapted to meet the needs of people with disabilities without any structural alterations. It also states that planning permission will be refused for proposals which result in the loss of such dwellings.

E.54 The Council aims to maximise affordable housing for local needs from new developments. **Policy HSG.9** states that for sites not allocated through the Local Plan, where development is proposed for 15 or more dwellings or on land comprising more than 0.5 hectares, an assessment of the proportion of land or dwellings to be made available for affordable units will be made based upon the level of local need, the suitability of the site to accommodate affordable housing and the level of other infrastructure requirements to be funded by the development, although the Council will seek at least 30% of the dwellings to be affordable. Further guidance is given in **SPG 04/4: Delivering Investment from Sustainable Development**.

E.55 The Council intends to improve the range of housing opportunities in town centres by widening the range of housing available. **Policy HSG.13** encourages the use of space over shops for residential units and where appropriate, normal requirements for car parking and garden areas will be relaxed. **Policy HSG.13** states that planning permission will be refused for proposals which result in the loss of self-contained access to the upper floors of town centre premises which would be appropriate for residential use.

Economy

E.56 Retaining existing jobs and creating new employment opportunities are principal priorities. It is considered that a healthy economy is reflected in the environment and vitality of the District and contributes to the quality of life of those who live and work in the area. The key policies of relevance to the Market Street site are summarised below.

E.57 **Policy ECON.2** states that alternative use proposals for sites currently in employment use or with a commitment for employment use will be permitted provided that the proposed use is compliant with the relevant Local Plan policies.

E.58 **Policy ECON.2A** states that proposals to redevelop, re-use or extend employment-generating sites will be permitted provided that:

- the buildings and structures are of an appropriate scale and character for the surrounding environment;
- landscape proposals are included to help blend the development into the wider environment;
- employment opportunities contribute to the local economy;

- there is no material intensification leading to increased traffic activity or environmental intrusions;
- there are no transport objections and adequate provision is made for access and parking; and
- the development does not result in pressure for additional housing.

E.59 **Policy ECON.4** states that the Council will seek improvements to the environment of West Berkshire's employment areas, where practical and related to development.

E.60 **Policy ECON.5** states that the Council will permit proposals for business development within commercial areas provided that they:

- do not give rise to transport, parking or infrastructure problems;
- do not harm the physical or visual character of the area, the amenities of adjoining land uses especially residential uses or the relationship between existing development and the surrounding or adjoining landscape/open space areas;
- do not unduly prejudice prime shopping frontages (Policy SHOP 1);
- make provision for a reasonable variety and scale of business development appropriate to the nature and character of the centre concerned; and
- do not give rise to pressures for housing development additional to the provision made in the Plan. Proposals for business development will also be expected to provide planning benefits appropriate to the scale and nature of the scheme as set out in Policies OVS3 and ECON 4.

Shopping

- E.61 **Policy SHOP.1A** states that the Council encourages mixed-use developments in town centres and other areas which are highly accessible by a range of transport modes other than the private car. Newbury is the largest town centre in West Berkshire and suitable uses identified in the Local Plan are retail, small scale offices, housing, A3 uses, libraries, leisure facilities, hotels, small conference facilities and museums.

Transport

- E.62 In line with the overall strategy of the Local Plan, the Council will direct development to the most sustainable locations and will reject poorly devised schemes, particularly those that do not include adequate measures to reduce the need to travel and encourage alternative modes.
- E.63 **Policy TRANS.1** is relevant for new developments. The Policy states that the transportation needs of new development should be met through the provision of a range of facilities associated with different transport modes including public transport, walking, cycling and parking provision. The level of parking provision will depend on the availability of alternative modes, having regard to the maximum standards adopted by West Berkshire Council. Standards below the maximum level may be applied in more accessible locations.
- E.64 The Parking Standards within the Local Plan are in line with PPG 13 and are outlined in the following table:

Land Use	Maximum Provision
Food Retail A1	1 per 30 sq.m up to 1,000 sq.m 1 per 14 sq.m over 1,000 sq.m
Retail and Financial and Professional Services (except food retail) A1/A2	1 per 30 sq.m up to 1,000 sq.m* 1 per 20 sq.m over 1,000 sq.m * <i>Newbury Town Centre Commercial Area 1 per 20 sq.m</i>
Business B1	1 per 25 sq.m up to 2,500 sq.m 1 per 30sq.m above 2,500 sq.m
Dwellings C3	An averages of 1.5 spaces/dwelling across the District (or any higher figure that the government may recommend in the future)

- E.65 **Policy TRANS.2** seeks to ensure that all development provides appropriate transport infrastructure. This may be through off-site contributions. The Local Plan highlights the Council's intention to redevelop the Market Street area and the potential to improve integration between bus and rail services and improve access from the railway station to the town centre.
- E.66 The need to improve facilities for cycling within Newbury is highlighted. In particular, reference is made to cycle links between the town centre and employment sites. **Policy TRANS.4** states that the Council will seek provision for cycle routes, cycle parking and associated facilities in new development. It also states that the integration and expansion of cycle routes will be sought wherever possible and financial contributions will be sought where appropriate.
- E.67 Market Street is designated as a pedestrian priority area. **Policy TRANS.5** seeks appropriate pedestrian infrastructure from new developments. It encourages links to local facilities, transport

interchanges, recreational routes and other developments in order to develop an extended network of pedestrian links.

Recreation and Leisure

E.68 The Local Plan aims to ensure appropriate levels of widely accessible open space and recreational facilities for local needs. It also seeks to protect and enhance natural recreational assets.

E.69 **Policy RL.1** states that 3 - 4.3 hectares of public open space per 1,000 people will be required from new residential developments of ten or more dwellings. The exact provision will depend on local circumstances, associated facilities and the type of housing.

E.70 **Policy RL.2** provides a number of ways in which open space can be provided for in a development including:

- the allocation of space on the development itself;
- making space permanently available on land which is readily accessible from the development site;
- payments to provide new public open space or recreation facilities within easy access to the developments site within a reasonable period of time; and
- by a combination of the above.

The Environment and Conservation

E.71 The Local Plan recognises the need for an appropriate balance between the environment and other priorities and encourages development that makes a positive contribution towards the environment. **Policy ENV.30** states that the Council will safeguard existing urban areas from the effects of environmental pollution and serious loss of amenity, and where appropriate give a

high priority to environmental improvements which benefit residents and other users.

E.72 The Market Street site falls within a Conservation Area, therefore any future development will need to consider **Policy ENV.33**, which states that *“the Council will not permit development which would harm or prejudice the special character or appearance of a Conservation Area”*.

E.73 The Market Street site comprises eight Listed Buildings, therefore any future development will need to consider **Policy ENV.32**. This Policy states that the council will *“only permit proposals affecting a listed building which preserve and enhance the character, historical or architectural integrity and setting of the building. Materials and design details should be used which complement the listed building and its setting. Proposals to extend a listed building will need to be of scale and massing which do not harm, in particular by competing with or overpowering the character or setting of the listed building”*.

E.74 **Policy ENV.39** also states that the Council in considering proposals for development affecting or likely to affect areas of archaeological potential, will require appropriate evaluation prior to the determination of planning applications. **Policy ENV.40** further states that the Council will require provision to be made for an appropriate level of archaeological investigation prior to damage or destruction. This will be ensured, where necessary, by planning conditions and may be subject to a 'planning obligation' to ensure that access, time and resources are made available for the archaeological investigation to be carried out before the development is commenced.

Supplementary Planning Guidance (SPG)

SPG 4: Private Open Space for New Residential Development

- E.75 This aims to ensure that new developments have an attractive visual environment, including space around buildings. The guidance contains minimum standards for open space provision depending on the size of the residential unit and the occupying household. The standards apply to all new residential developments and to existing developments where there is a reduction in existing open space.

SPG 7: Communal Open Space for New Flats

- E.76 The guidance states that all new development must respect the existing character of the area. Two minimum standards are given which depend on the size of the unit and the size of the occupying household.
- For flats with 1 or 2 bedrooms, at least 25 squares metres of communal open space per flat.
 - For flats with 3 or more bedrooms, at least 40 square metres of communal open space per flat.
- E.77 The guidance states that standards may be relaxed in appropriate cases where the social or community benefits derived from the scheme would be prejudiced by the application of full open space standards.

SPG 10: Access for Disabled People

- E.78 The guidance aims to ensure that new developments and in particular public buildings or buildings to which large numbers of the public have regular access, are designed to provide a reasonable standard of access for everyone. The guidance applies

to both internal and external environments. A list of issues to be addressed is provided including car parking, paths, street furniture, cash dispensers, ramps, steps and entrance doors.

SPG 11: Planning to Reduce the Opportunity for Crime (1998)

- E.79 As a result of the government's 'Secure By Design' initiative, the role of the built environment to reduce opportunities for crime and people's perceptions of crime is key for new developments. The SPG contains detailed advice on how to create safer living environments in both residential and mixed-use areas. Key principles include:
- avoiding fortress style developments;
 - considering crime from the outset of any development;
 - clearly demarcating public and private space;
 - increasing natural surveillance; and
 - encouraging a continuous source of movement and activity throughout the day.
- E.80 Detailed information is provided on factors that can reduce crime such as lighting, layouts, building types, movement routes, frontages, landscaping and car parking.
- SPG 04/4: Delivering Investment from Sustainable Development :West Berkshire Council's Approach to Securing Developer Contributions towards Local Infrastructure, Services and Amenities (September 2004)**
- E.81 In accordance with Circular 1/97, the guidance seeks to ensure that the impacts of new development are minimised and that appropriate social, economic and environmental benefits are

provided. Contributions will be sought from both residential and commercial developments for both on and off site provision. Likely contributions from developments are given.

Draft SPG on Design and Sustainability: A Developer's Guide (June 2003)

- E.82 Good design should be encouraged everywhere and is the responsibility of all those involved in the development process. It helps promote sustainable development, improves the quality of the existing environment, attracts business and investment, and can reinforce civic pride and a sense of place. Good design also helps to secure continued public acceptance of new development.
- E.83 The purpose of the guide is to help developers enhance environmental quality and sustainability through innovative solutions in both layout and building design. The guidance adds that landscape design should be considered as an integral part of the design process.
- E.84 The key objectives and principles set out in this SPG cover:
- character;
 - continuity and enclosure;
 - quality of the public realm;
 - ease of movement;
 - legibility;
 - diversity; and
 - adaptability.

- E.85 The Council also encourages innovation and welcomes proposals that promote quality in design.

Transport Studies

- E.86 Various transport studies are being prepared for West Berkshire District Council. Although currently unavailable in final form, it is important to consider the findings emerging from these studies.

Newbury Movement Study (2005)

- E.87 The Newbury Movement Study has been undertaken as an independent piece of work to inform the development of short, medium and long-term approaches to managing transport across a range of modes in the wider Newbury area.
- E.88 The study includes detailed survey work to provide a clear understanding of the current transport conditions within the wider Newbury area and the potential outcomes in the longer term, based on several scenarios. An up-to-date transport model for the wider Newbury area has also been developed.
- E.89 On the basis of the data and modelling a Movement Framework has been developed to assist West Berkshire Council and its partners in considering and developing strategies and scheme proposals as part of Local Transport Plan 2 and 3. The Framework provides a mixture of recommendations, some of which are quite specific in nature, and some of which set the Framework within which to develop detailed proposals further. An indicative programme and costings have also been included. These set one way in which the various strands of transport work could be taken forward. In considering whether to implement the recommendations West Berkshire Council will need to consider issues such as costs, availability of land and how the phasing of

schemes links in to a range of development proposals coming forward as part of the implementation of Newbury's Vision 2025.

Draft Strategic Bus and Coach Interchange Study. Prepared by Peter Brett Associates (April 2004)

E.90 This study focuses on two sites in Newbury town centre; Parkway and Northbrook Street. The main findings are that buses should remain in Northbrook Street albeit with improvements to the bus stop infrastructure. Improvements should also be made to cycling facilities. The study notes that the use of Parkway for buses may not be the most effective option for the town centre.

Memo on Newbury Station: Scheme Designs from West Berkshire Rail Interchanges Study. Prepared by Peter Brett Associates (September 2004)

E.91 A number of general principles are outlined in this memo:

- shifting movement priority from motor vehicles to pedestrians and cyclists;
- improving access to public transport;
- reducing congestion and pollution; and
- creating a healthier and more attractive environment, especially for residential areas surrounding the station.

E.92 The document seeks to reduce traffic around the station area. However, it is recognised that many journeys to the station can only be made by car or taxi due to the rural character of West Berkshire.

E.93 A number of priorities are also identified including:

- clearer distinction between vehicle and pedestrian spaces;
- cycle storage; and
- improved lighting.

E.94 Quality surface materials, trees and planting to enhance the appearance of station.

E.95 A number of options are put forward to improve accessibility around the station and to enhance links from the station to the town centre. These include creating a pedestrian link from the station to the town centre either through the centre of the Council's car park or along the west side by resurfacing the Council's car park and by providing a wider stairwell. Other options include relocating the bus station to the Council's car park, replacing the Council's car park with a decked car park with a bus station on the top level. The document does not state a preferred option.

Additional Policy For Consideration

Newbury 2025: A Vision for Newbury Town Centre (September 2003)

E.96 The Newbury 2025 Vision covers the period 2003 – 2025 and focuses on meeting the needs and aspirations of current and future generations.

E.97 The redevelopment of Market Street is considered vital for Newbury town centre. In general, the vision seeks to maximise mixed-use developments and introduce more housing into the town centre. The aspiration for Market Street is to create an urban village quarter with quality housing, small-scale retail uses and employment provision. Key issues for the site include the need to ensure sustainable development and development which

complements other areas of the town centre. The redevelopment of Market Street is considered key to opening up the station and the southern end of the town centre.

E.98 The need to address accessibility in Newbury town centre is key to the vision. Issues that should be addressed include:

- integration of rail and bus services;
- new links with Bartholomew Street and Cheap Street;
- the lack of direct and attractive routes from the station to the town centre; and
- increased pedestrianisation of the town centre.

E.99 It is considered that the railway station should be redeveloped to provide an attractive gateway into Newbury. At present the railway station is not integrated visually or practically with the town centre. The area is described as “uninspiring”, “bleak”, “impenetrable”, “unfriendly” and “traffic dominated”. It is noted that any redevelopment should create a landmark building with an attractive public space, improved frontages and excellent levels of permeability. It is also noted that the station sits in a hollow creating a natural opportunity to bridge over the rail infrastructure to enhance integration with the town centre. The importance of good urban design is highlighted in relation to the urban village concept and the creation of a gateway to provide a sense of arrival into the town centre.

E.100 The redevelopment of the station area provides the opportunity to create a high quality transport interchange. The need to address the limited amount of land available for bus access is also considered key for the redevelopment of the Market Street site.

West Berkshire Retail and Leisure Study

E.101 This study notes that Newbury is losing market share to neighbouring districts. There is a need for immediate action to prevent further decline by improving and extending its current retail and leisure offer and by making it a more attractive place.

Historic Character Study

E.102 This study is in preparation and is due to be completed in Summer 2005.

E.103 The study is designed to help inform development and future planning policy within Newbury in relation to the historic environment. A key strand of the survey is an assessment of the historic character of Newbury in relation to its existing built environment, through the recognition of Historic Character Areas. The survey summarises the town’s history and previous archaeological and geotechnical investigations, and identifies the Market Street site (including the Kennet Centre to the north of Market Street) as a specific Historic Urban Character Area.

E.104 The study notes that there is little surviving historic character within the Market Street Area but high archaeological potential in areas where modern redevelopment has not taken place. Much of the site lies within the medieval core of Newbury on former burgrave plots and the southern parts of the area have the potential to contain archaeological evidence from the Roman period.

E.105 The study notes that within the Market Street Area the survival of below-ground archaeology is unlikely where modern redevelopment has taken place, but there will have been less impact from the construction of the bus station and the residential area of Highfield Avenue and some archaeological remains may survive in these areas.

Cultural Strategy – Cultural Services Supporting Vibrant Communities

E.106 West Berkshire has produced a Draft Cultural Strategy to provide clear priorities for 2003-2004 and to provide action plans for review by the community. Cultural priorities are identified as:

- greater social inclusion;
- increased achievement and personal development through participation in cultural activities;
- increase awareness of local resources and their value and benefits to all;
- community recognition of the importance of cultural services; and
- raising the Regional profile of West Berkshire and its unique and innovative cultural benefits.

Design Guidance

E.107 The recent Government focus on promoting good design has given rise to substantial advice on ‘best practice’ in the form of guides, manuals and handbooks. The following publications provide useful reference.

Better Places to Live: By Design Guide. Published for the Department of Transport, Local Government and the Regions and CABI (2000)

E.108 Following on from *By Design: A Guide to Better Urban Design*, this draws together the principles of good urban design in relation to the residential environment to aid the practice of good design. It focuses on the attributes that underpin successful residential environments in order to provide guidance on implementing the

new approach to planning for housing, as set out in Planning Policy Guidance Note 3 (PPG3).

The Urban Design Compendium. Published by English Partnerships and the Housing Corporation (2000)

E.109 This examines the factors that make neighbourhoods stimulating and active places where residents feel comfortable and safe. It provides advice to developers, funding agencies and partners on the achievement and assessment of quality urban design for the regeneration of urban areas. It is designed to provide a source of best practice to all those involved in the regeneration and development industries.

Appendix F
Transport and Movement

F TRANSPORT AND MOVEMENT

F.01 This section focuses on the core issues relevant to the development of the Market Street site adjacent to the railway. It is likely that more detailed information would be available on the general travel characteristics of Newbury from the recently completed Movement Framework (completed by W S Atkins).

General Characteristics

F.02 In 2001 Newbury had a population of approximately 32,000 people. The travel to work patterns for Newbury is shown below in Figures F1 and F2. This has been derived from the travel to work statistics in the 2001 National Census.

F.03 The results show that the dominant form of transport is the Car at 75% of the total mode share. The next most dominant mode is walking at 10%. The remaining 15% is distributed between rail, bus, motorcycling and cycling.

F.04 In total there are around 28,850 travel to work trips for Newbury. Approximately 21,500 of these are made by the private car.

Figure F1: Travel to Work by Mode (%) for Newbury

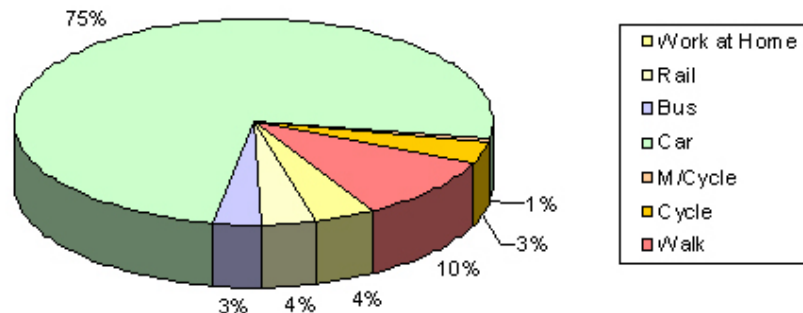
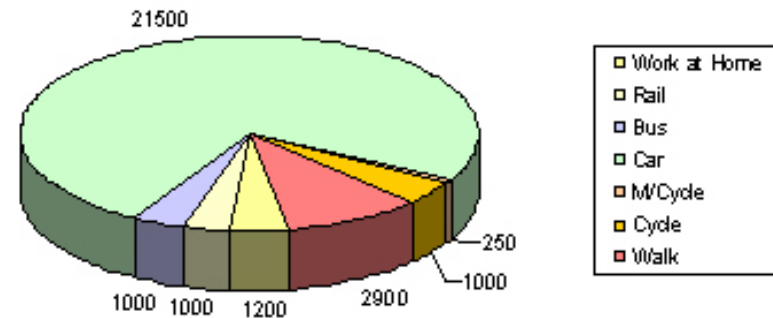


Figure F2: The Number of People Travelling to Work by Mode for Newbury



F.05 There is a high modal split (75%) of people using their cars to commute to work into and out of Newbury. This is probably the result of an accessible highway network and the perceived generalised costs of public transport into Newbury.

Highway Access and Car Parking

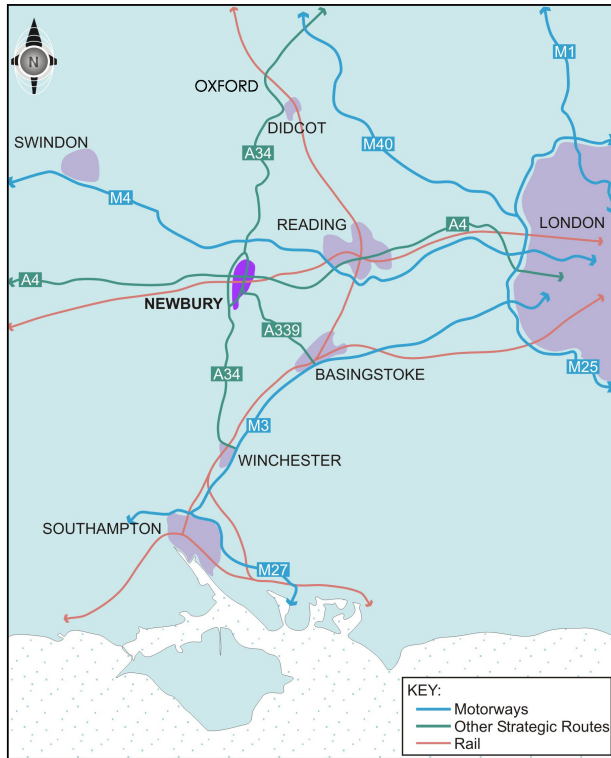
F.06 Newbury has good highway access to the strategic network, the principle routes are:

- the M4 lies a short distance to the north;
- the A34 bypass to the West;
- A339 linking Newbury with Basingstoke; and
- The A4 passing through the centre of Newbury.

F.07 The A34 bypass has relieved congestion, previously amplified by through trips, from the centre of Newbury as well as providing a more easily accessible route to the north and south of the UK.

F.08 The bypass has removed a significant amount of through traffic resulting in the opportunity to create environmental improvements. The strategic transport network can be seen in Figure F3.

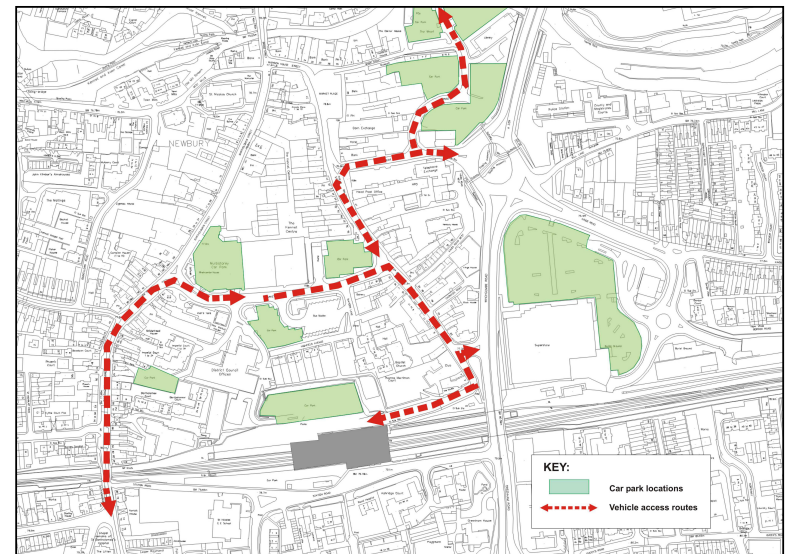
Figure F3: The Strategic Transport Network



F.09 All car parks in West Berkshire are ‘Pay and Display’ except for the Kennet Centre car park which is now ‘pay on foot’. All car parks are free for those displaying a valid disabled badge.

F.10 There are two secured award winning multi-storey car parks in Newbury. The local car parks and their access routes are shown in Figure F3a.

Figure F3a: Car Parks and Access Routes



Public Transport Interchange

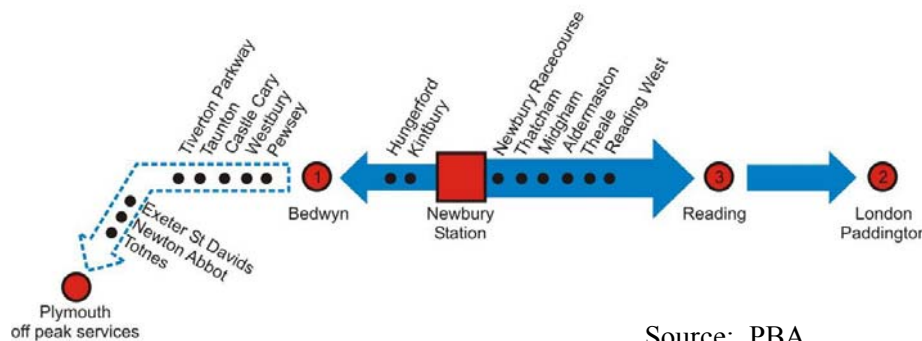
F.11 Newbury is served by both rail and bus services from across Berkshire, Wiltshire, Hampshire and Oxfordshire. The public transport in Newbury town centre includes:

- Heavy Rail Services and Network;
- Local Bus Services and Network.

Heavy Rail Services and Network

F.12 Newbury rail station is situated to the south of the town centre and is served by First Great Western and First Great Western Link, who operate services between London Paddington, Reading, Bedwyn and the West of England. The key destinations and frequencies are shown below:

Figure F4: The Key Destinations and Frequencies of Heavy Rail Services



Source: PBA

F.13 The train service pattern is comprised largely of stopping and semi-fast services, although there are occasional express services to London Paddington and the West of England (to Pewsey and beyond). In the immediate Newbury area, trains serve stations at Bedwyn, Hungerford, Kintbury, Newbury Racecourse, Thatcham, Midgham, Aldermaston and Theale.

F.14 The number of trains serving Newbury has remained fairly constant in recent years with frequent trains to London and the east with a lower level of provision to Bedwyn and the West of England. It is considered that Newbury has an adequate level of rail service provision and a good mix of train service options to key destinations such as Reading and London Paddington.

F.15 The rail station is on the edge of the main town centre, and does not function as well as it could as a public transport interchange; it is separate from main bus services and the connections between the two are not well signposted.

Bus Services and Network

F.16 The principal bus operator in the Newbury area is *Newbury Buses*, although there are a number of other, generally less frequent, services in the area which are provided by other operators such as *Stagecoach in Hampshire* and *Four Valleys Taxibus*. The central hub for bus services in Newbury is the Bus Station, situated in Market Street to the south of the town centre. The Bus Station is served by a mix of urban and inter-urban bus routes radiating out to most areas of Newbury and to its wider rural hinterland. However, the Bus Station is a poor environment for passengers – waiting facilities are poor and the general environment unwelcoming. Two key issues relating to bus service provision have been identified – the level of service (coverage and frequency) and the degree of integration. The focuses for bus services in Newbury are:

- The Bus Station in Market Street; and
- A loop around central Newbury comprising Cheap Street, Market Street and Bartholomew Street plus Northbrook Street.

F.17 There are generally acknowledged to be some issues with bus operations in central Newbury:

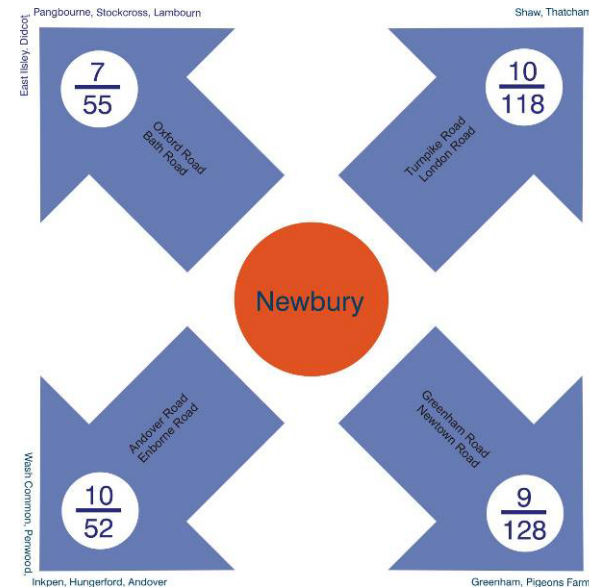
- there are perceived to be conflicts in Northbrook Street where buses and pedestrians interact; and
- the Bus Station presents a very poor environment for passengers, is unwelcoming and does not present a positive image for public transport.

F.18 There are very few urban bus services in Newbury, with many routes to residential areas in the town being provided as ‘add-ons’ to inter-urban services, to provide better value for money to the bus operator.

F.19 Areas of Newbury that are served by local bus routes include Wash Common, Greenham, Pigeon’s Farm, Speen, Donnington and Shaw, generally with hourly frequencies on Monday to Saturday daytimes but with some routes operating every 30 minutes.

F.20 Inter-urban routes link the town to Didcot to the north; Thatcham, Calcot and Reading to the east and Basingstoke to the south with frequencies of every 60 minutes or better during Monday to Saturday daytimes. There are also key services to Hungerford, Lambourn, Burghclere and Andover which operate on lower frequencies throughout the day. The distribution of key services along principal corridors radiating from the town centre is shown below.

Figure F5: The Distribution of Key Services Along Principal Corridors from the Town Centre.



Source: PBA

F.21 Penetration of housing areas by bus services in Newbury is relatively weak, with a number of alterations to services and reductions in frequency being made in a Newbury Buses network review conducted in August 2004. Newbury is not good operating territory for bus services, and as a result many services in the area operate with some degree of financial support from West Berkshire Council. Evening and Sunday services are very poor, with only the route to Thatcham having an evening service and there are only Sunday journeys to Thatcham, Calcot and Reading.

- F.22 There are a number of cross-town routes in Newbury, which have been created with a view to maximising vehicle utilisation rather than facilitating new links. Wash Common and Greenham are connected to London Road and Thatcham, whilst Didcot and East Ilsley are linked to Greenham, Tesco and Pigeon's Farm. There are also a number of routes operated by Newbury Buses on behalf of Vodafone but these are not available to the general public.
- F.23 The Bus Station in Market Street is served by almost all services in Newbury, although there are also opportunities for boarding and alighting from buses in many of the central shopping streets such as Northbrook Street.
- F.24 The single focal point for bus services in Newbury should mean that there is considerable potential for integration and interchange. However, the low frequency of many of the services can result in considerable interchange penalties, with only a very limited number of corridors being served by frequencies of every 30 minutes or better. However, unlike some towns, connections between urban and inter-urban links can all be made at the same location.
- F.25 Interchange can also take place in the town centre – many services operate via Bartholomew Street, Cheap Street and Northbrook Street and there are bus stops at each of these locations. Day and period tickets are available across the town and the wider hinterland for use on Newbury Buses and Reading Buses services.
- F.26 Integration between bus and rail services is relatively poor in Newbury, primarily because only two infrequent routes serve the rail station and links between the rail station and bus station are not well signed. Meaningful access to the rail station forecourt by bus is difficult because of a number of restricted turns and one-way streets, and as a result the only direct access to the rail station is

available from the Cango services to Woolton Hill, Penwood, Burghclere and Ecchinswell, as well as by prior request only to Pangbourne.

Pedestrian and Cycle Connectivity

- F.27 Walking and cycling are important modes of transport in Newbury. Close to a quarter (22%) of people in Newbury (approximately 3,800 people) either walk or cycle to work (2001 National Census, Movement Framework for Newbury, 2005). Improvement on this figure will further enhance the sustainability of Newbury.
- F.28 Newbury town centre has several barriers to pedestrian movement. The railway line, river and major roads all constrain pedestrian movement. The reduction of this pedestrian and cyclist severance needs to be a key method for improving the accessibility and economic performance of the station area.
- F.29 The main and local pedestrian and cycle access routes around the station are shown in Figure F6.

Figure F6: The main and local pedestrian and cycle access routes



pedestrian and cyclist facilities are important to promote a mode shift from car to more sustainable forms of transport.

- F.30 The central problem with pedestrian access relates to the connections between the railway station and the town centre. These problems include physical barriers like building forms/layout, car parking arrangements and level changes, and perceived barriers like the lack of defined pedestrian routes. All of these problems result in the station not fulfilling its potential as an interchange hub.
- F.31 Bus and Rail patronage can be increased by making the walking and cycling leg of a journey more attractive and convenient. To this end there must be consideration on the permeability of the street network between key trip generators and attractors. Improved

Appendix G
Sustainability Checklist

SUSTAINABILITY CHECKLIST

Schemes are assessed against the following development features:

Character

Does the scheme have an identity that you can easily sum up?

Does the scheme feel like a “place” or “address” rather than housing?

Does layout create street enclosure?

Do public spaces feel safe and do visitors find layout easy to navigate?

Does the scheme exploit existing buildings, landscaping or topography?

Roads, parking and pedestrianisation

Does the building layout take priority over the roads and car-parking layout?

Does layout promote use of the street by those not in cars?

Is the car parking situated so as to support the street scene?

Does scheme integrate with existing roads, paths and development?

Are pedestrian routes overlooked?

Design and construction

Is the design specific to the scheme?

Is there appealing public amenity and is it designed to be durable?

Do buildings or spaces outperform statutory minima, such as Build Regs?

Has the scheme made use of advances in construction/technology?

Can building spaces be remodelled easily or accommodate other uses?

Environment and community

Does the development have easy access to public transport?

Has the development any features that reduce its environmental impact?

Is there a range of tenure?

Is there a range of accommodation?

Does the development have features to help knit community?

Source: <http://www.buildingforlife.org/>