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Eagle Quarter II, Newbury

Response to West Berkshire Council's Highways Comments

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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Prepared by	Checked & Approved by
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1. Introduction

This Technical Note sets out a response to the comments raised by the Local Highway Authority, West Berkshire Council (WBC), on the 27th October 2023 in regard to the following planning application:

23/02094/FULMAJ: Full planning permission for the redevelopment of the Kennet Centre comprising the partial demolition of the existing building on site and the development of new residential dwellings (Use Class C3) and residents' ancillary facilities; commercial, business and service floorspace including office (Class E (a, b, c, d, e, f, and g)); access, parking, and cycle parking; landscaping and open space; sustainable energy installations; associated works, and alterations to the retained Vue Cinema and multi storey car park.

A full copy of the Local Highway Authorities consultation response is provided in **Appendix A**.

This Technical Note summarises, verbatim, the points raised by the Local Highway Authority and provides a response to each point in section 3. All items are presented in the same order as detailed in the Local Highway Authorities Response.

2. Officer Comments

Table 1: Summary of WBC Comments

WBC Paragraph	Comment	Status
6	It is proposed to remove the existing service ramp access onto Market Street and replacing with two service accesses, one onto Cheap Street and another onto Bartholomew Street.	No action required
7	The proposed Cheap Street access would serve both residential and commercial uses and would be for service and emergency vehicles only. The access would consist of a new drop kerbed access. It would seem that the proposed visibility splays of 2.4 x 25 metres would be appropriate for 33 kph (20 mph) speeds are being provided.	No action required

WBC Paragraph	Comment	Status
8	The proposed Bartholomew Street access would also serve both commercial and residential uses and would provide access for service and emergency vehicles. The Bartholomew Street access would also provide access to an additional resident's car park of 83 car parking spaces. It would also seem that the proposed visibility splays of 2.4 x 25 metres would be appropriate for 33 kph (20 mph) speeds are being provided	No action required
9	This proposed access is to be located some 30 metres north of the existing Kennet MSCP entrance and the start of the existing pedestrian zone that is enforced by a set of bollards and signage. Therefore, this would need to be relocated some 45 metres northwards. This would allow for the access to be used over 24 hours. It is then proposed that the new open section of road would be revamped to become more informal, with shared surface materials. I have been liaising with colleagues from the Councils Intelligent Transport Services team who also consider cycle routes and facilities within the district. Together we have the following comments regarding this section of Bartholomew Street. • We would like to be able to provide a cycle contraflow on Bartholomew Street fronting the site that would enable cyclists coming south over the canal bridge to continue south through the Bartholomew Street pedestrian area to reach the Bartholomew Street / Market Street junction. Either a 2.0 metre wide one-way contraflow lane southbound, appropriately signed especially at "crossover" points is provided, or alternatively a 3.0 metre wide bi-directional facility is provided. • Consideration could be given to offsetting the northbound vehicle running lane in Bartholomew Street fronting the site more to the western side of the road, using part of the former bus stop area that is almost opposite The Newbury PH. • I will liaise with colleagues on whether to replace the existing bollards with a similar make or whether a different make would be preferred.	Response provided in section 3
10	The existing MSCP exit would remain unchanged as an exit only onto Market Street	No action required
11	It would seem from the drawings that changes are still proposed to the bus stop laybys on the south side of Market Street. They must remain as they have been recently constructed with two bus stop laybys	Response provided in section 3
12	I would request that consideration be given to improving the existing pedestrian crossing location just to the east of the MSCP exit on Market Street	Response provided in section 3
13	The existing Market Street / Bartholomew Street traffic signal junction currently only allows for exit northbound one way movements. As part of the development proposals, it is proposed that this junction would be redesigned to allow for all movements. Again, I have been liaising with the councils ITS team that also considers traffic signal junctions within the district. Together we have the following comments regarding the proposed changes to the traffic signal junction:	Response provided in section 3

WBC Paragraph	Comment	Status
	• There is concern regarding the lengths that pedestrians would have to cross at the Bartholomew Street / Market Street junction are at the upper end for a single stage crossing. This will increase the crossing time for pedestrians and due to the traffic movements result in a dedicated pedestrian stage which may affect junction capacity and queues in the area. Consideration should be given to keeping the central pedestrian island and banning the right turn out of Bartholomew Street fronting the site and forcing all traffic to turn left thereby allowing pedestrians to cross in shorter times. Also are the splitter islands wide enough for the proposed signal head configuration? • The northbound stop line in Bartholomew Street opposite Jones Robinson estate agents may need to be set back further for allowances to be made for the adjacent loading bays. It can also be difficult to get a 12.0 metre bus around from Market Street into Bartholomew Street when there is a vehicle sat at the northbound stop line and on the road centre line. • The highway alignment in Market Street has changed significantly since the documents were drawn up, and this should be checked. • Following consideration on potential redesign of the traffic signal junction, further traffic modelling results will need to be submitted for this traffic signal junction	
14	There is concern about service access and car park access being in the same place with service vehicles mixing with a car park. Service area should be kept separate from the car park movements. I am assuming that the proposed car park will be used by residents only.	Response provided in section 3
15	There is concern over the routes cyclists will need to take to get to the cycle stores including through proposed car parks	Response provided in section 3
16	I am concerned however, that larger vehicles such as HGV's will be unable to use either of the new accesses. I consider this is an issue that should be addressed. Will HGVs be likely to visit the site?	Response provided in section 3
17	Nine separate secure storage areas are proposed on the ground floor, totalling 632 spaces, with a range of tiered bike racks, Sheffield stands and secure lockers for storage. A number of visitor cycle parking spaces would also be provided within the site. It would seem that the development complies with the Councils Cycle and Motorcycle Advice and Standards for New Development.	No action required
18	The Council's residential car parking standards are set within Policy P1 of the Housing Site Allocations DPD. The site is within zone 1 and therefore the minimum parking standards are: • 0.75 spaces per 1 bedroom apartment. • 1 space per 2 bedroom apartment. • 2 spaces per 3 bedroom apartment; and	No action required

WBC Paragraph	Comment	Status
	• 1 visitor space is required per 5 apartments.	
19	Based upon the above standards the residential proposals would require 386 parking spaces plus a further 85 visitor parking spaces. The total parking provision required for residents is 471 vehicle parking spaces	No action required
20	The existing Kennet Centre MSCP currently includes 415 spaces and is owned by the applicant and leased to West Berkshire Council. The car park is available to the public and allows for both short and long stay parking. The pricing structure includes hourly, daytime, overnight and quarterly charges. Overall, a further 60 car parking spaces is being provided with the proposal to bring the total provision to 475.	No action required
21	I have read Section 7 of the TA titled Parking Rational. This site along with all other sites within the town centre and across the district must comply with the Councils car parking standards. It was made quite clear in discussions held in the summer, that this site is not considered to be an exceptional in any way. It is disappointing that such a claim is still being made. Contained with Section 7 is census data, in an attempt to justify a lower provision. However, as explained in the summer, census data was already considered when producing the parking standards that are set out in Policy P1 along with accessibility, etc. Policy P1 will be applied and will defended	Response provided in section 3
22	The nearby Market Street residential development approved in 2016 with planning application 16/00547/FULEXT has also been cited within the TA. However, the Market Street development was approved prior to the car parking standards being set out in Policy P1 that became live in May 2017. I am sure that this was also explained to the applicants and their consultants during the summer. Furthermore, all residents within the Market Street development all have access to the MSCP that was constructed within the development adjacent the train station. The Market Street development therefore did not set a precedent with regards to the application of car parking standards with a Newbury town centre and could be argued complies with Policy P1	Response provided in section 3
23	This development is proposed with a number of different uses that can have a demand for car parking at different times of the day including commercial by day and residential overnight. This is considered possible if the overall numbers are shown to work	Agreed
24	The Council does not have any particularly updated car parking standards for commercial uses but has detail of current usage of the existing MSCP	Response provided in section 3
25	Within Appendix H of the TA, there are details of car parking accumulation surveys undertaken within the MSCP between Thursday November 10th 2022 and Wednesday November 16th 2022. The surveys were carried out between the hours of 07.00 and 22.00 with occupancy levels recorded at 30 minute intervals. The results of the surveys are also shown in the graphs below from the busiest weekday and the busiest weekend day. It is clear that for much of the day and overnight there is car parking that could be available for residential use	Noted

WBC Paragraph	Comment	Status
26	However as mentioned above, if 471 car parking spaces are required, then even with dual use car parking, I am concerned that there isn't sufficient car parking available within the site as shown in the table below:	Response provided in section 3
27	During the discussions held in the summer, it was considered by highway officers that with 367 apartments and an overall parking requirement of 423 car parking spaces, that on balance this may have worked. But unfortunately, this proposal has reduced the level of car parking with the previous proposal. The proposed additional apartments then add a further requirement of 48 car parking spaces. Together, I consider that this makes a sufficient difference to warrant recommending refusal on lack of car parking grounds	Response provided in section 3
28	Projected traffic generation rates and levels were agreed with the previous planning application and pre- application discussions that took place in the summer. Traffic has been projected by using the Trip Rate Information Computer system in (TRICS) which is a traffic survey database covering Ireland and the UK. TRICS has survey samples of uses within the existing the site and that are being proposed, and its use is a standard methodology.	No action required
29	In summary for the existing site, it is projected the during the AM peak the site would have generated 93 vehicle movements 78 in and 14 out. During the PM peak the site would have generated 523 vehicle movements 229 in and 294 out.	No action required
30	In summary for the proposed site, it is projected the during the AM peak the site would have generated 122 vehicle movements 38 in and 83 out. During the PM peak the site would have generated 303 vehicle movements 150 in and 153 out	No action required
31	There would have been an advantage if actual surveys had been made of the existing traffic movements. I am seeking some data from colleagues in the Councils Parking Services team that may assist, and I will write later this point. On reflection, the projected traffic levels for the existing uses for the AM peak seem quite low. With the change in uses, the figures suggest that there will be a decrease in traffic during the PM peak, but an increase during the AM peak.	No action until additional data received
32	As previously discussed, the Councils VISSIM traffic model should be used by the applicants to assess the impact of any increase in traffic from this development, particularly the area including and towards the A339 / B3421 Bear Lane / Kings Road junction and the A339 / Cheap Street junction.	Response provided in section 3
33	The calculations on traffic projections are submitted alongside this response.	No action required
34	The TA states that the distribution of the development is likely to follow a similar pattern to at present. To distribute traffic, origin and destination data has been downloaded from the 2011 Census. Analysis has also been taken of the routes people are likely to take using Google maps (route planner). This is considered acceptable and suggests that for residential traffic, some 91% for residential and 83% for commercial will travel and to and from the A339 direction, with the remainder travelling to and from Bartholomew Street.	No action required
35	The TA reviews the 'Crash Map' website that reveals that for the most recent available five year period there have been six recorded Personal Injury	No action required

WBC Paragraph	Comment	Status
	Accidents within Bartholomew Street, Market Street and Cheap Street and a further three within the local area. These PIA's resulted in seven which are classified as slight and two as serious in severity. While every PIA is regrettable, I concur with the TA that overall, the local highway network is considered to be safe and the number or pattern of PIA's is generally consistent with what would be expected for the levels of traffic flow, etc.	
36	I am aware of the Framework Travel Plan that has been submitted. Colleagues from Transport Policy will provide comments on the FTP	No action required until FTP comments received
37	I note the provision of a Construction Traffic Management Plan that will need to be secured by condition.	No action required

3. Response to Comments Requiring Further Action

WBC Paragraph 9

"This proposed access is to be located some 30 metres north of the existing Kennet MSCP entrance and the start of the existing pedestrian zone that is enforced by a set of bollards and signage. Therefore, this would need to be relocated some 45 metres northwards. This would allow for the access to be used over 24 hours. It is then proposed that the new open section of road would be revamped to become more informal, with shared surface materials. I have been liaising with colleagues from the Councils Intelligent Transport Services team who also consider cycle routes and facilities within the district. Together we have the following comments regarding this section of Bartholomew Street.

- *We would like to be able to provide a cycle contraflow on Bartholomew Street fronting the site that would enable cyclists coming south over the canal bridge to continue south through the Bartholomew Street pedestrian area to reach the Bartholomew Street / Market Street junction. Either a 2.0-metre-wide one-way contraflow lane southbound, appropriately signed especially at "crossover" points is provided, or alternatively a 3.0-metre-wide bi-directional facility is provided.*
- *Consideration could be given to offsetting the northbound vehicle running lane in Bartholomew Street fronting the site more to the western side of the road, using part of the former bus stop area that is almost opposite The Newbury PH.*
- *I will liaise with colleagues on whether to replace the existing bollards with a similar make or whether a different make would be preferred."*

Waterman Response 9

A drawing has been produced which illustrates a 2m wide cycle lane on Bartholomew Street. A copy of the drawing is provided in **Appendix B**. The proposed cycle lane would enable cyclists routing south over the canal bridge to continue south towards the Bartholomew Street / Market Street junction. In order to create the cycle lane various items of street furniture (including bollards, cycle stands, bins, seating etc) would need to be relocated or cleared. Consideration would also need to be given to the lining and surfacing of the cycleway. This level of details could be provided at the detailed design stage (should planning permission be granted).

The proposed cycle lane would not only benefit residents of the proposed development but also existing cyclists who route through Newbury town centre. The applicant proposes to provide a contribution towards this scheme, the level of which would be agreed with West Berkshire Council.

Confirmation of the requirements for the bollards from WBC Highways will be required prior to the commencement of the detailed design stage.

WBC Paragraph 11

"It would seem from the drawings that changes are still proposed to the bus stop laybys on the south side of Market Street. They must remain as they have been recently constructed with two bus stop laybys".

Waterman Response 11

There will be no alterations to the bus laybys that have recently been constructed on Market Street.

We note your comments regarding the drawings and will ensure that they are updated accordingly and resubmitted to WBC.

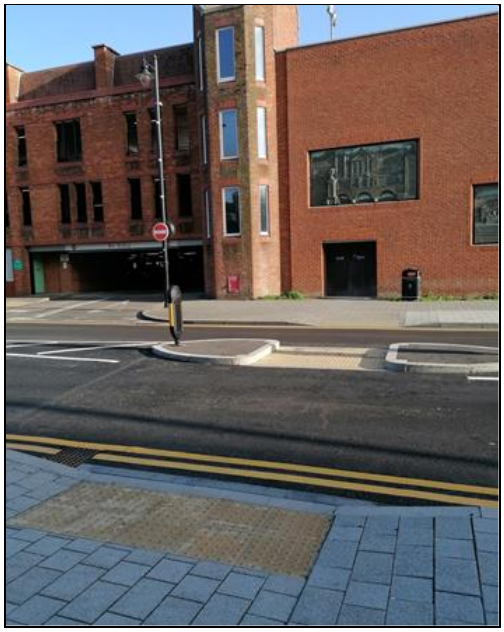
WBC Paragraph 12

"I would request that consideration be given to improving the existing pedestrian crossing location just to the east of the MSCP exit on Market Street".

Waterman Response 12

The existing pedestrian crossing to the east of the MSCP on Market Street includes tactile paving and a central refuge, as illustrated in Photograph 1 below. This crossing was reinstated to suit the new footway alignment which formed part of the Market Street S278 works.

Photograph 1 - Market Street Pedestrian Crossing



We consider the existing crossing to be more than adequate for the speed and volume of traffic on Market Street. Furthermore, there have been no recorded collisions at this crossing point over the most recent 3-year period (2020-2022). Nevertheless, we would be happy to investigate potential improvements to this crossing. Please could you advise what improvements you consider appropriate. We will then prepare a design for your comments/approval.

WBC Paragraph 13

"The existing Market Street / Bartholomew Street traffic signal junction currently only allows for exit northbound one-way movements. As part of the development proposals, it is proposed that this junction would be redesigned to allow for all movements. Again, I have been liaising with the councils ITS team that also considers traffic signal junctions within the district. Together we have the following comments regarding the proposed changes to the traffic signal junction:

- *There is concern regarding the lengths that pedestrians would have to cross at the Bartholomew Street / Market Street junction are at the upper end for a single stage crossing. This will increase the crossing time for pedestrians and due to the traffic movements result in a dedicated pedestrian stage which may affect junction capacity and queues in the area. Consideration should be given to keeping the central pedestrian island and banning the right turn out of Bartholomew Street fronting the site and forcing all traffic to turn left thereby allowing pedestrians to cross in shorter times. Also are the splitter islands wide enough for the proposed signal head configuration?*
- *The northbound stop line in Bartholomew Street opposite Jones Robinson estate agents may need to be set back further for allowances to be made for the adjacent loading bays. It can also be difficult to get a 12.0 metre bus around from Market Street into Bartholomew Street when there is a vehicle sat at the northbound stop line and on the road centre line.*
- *The highway alignment in Market Street has changed significantly since the documents were drawn up, and this should be checked.*
- *Following consideration on potential redesign of the traffic signal junction, further traffic modelling results will need to be submitted for this traffic signal junction".*

Waterman Response 13

The existing signalised Market Street / Bartholomew Street junction arrangement currently only allows for exit northbound one-way movements. As part of the development proposals this off-site junction would be redesigned to allow for all movements. This change would enable drivers exiting from the new undercroft car park to travel in both directions on Bartholomew Street, rather than just in a northbound direction (as per the current permitted movements). This avoids a lengthy diversion for drivers wishing to route south of Bartholomew Street from the new undercroft car park. The proposed design would remove the potential for U-turning traffic at the Market Street mini-roundabout, which would occur if drivers were only permitted to turn left out of Bartholomew Street.

The LinSig analysis (included in **Appendix C**) indicates that the junction would operate within capacity with a PRC over all lanes of 5.2%. This assessment has included a dedicated pedestrian stage which is called every cycle (90 seconds). We note your concerns regarding the length of the crossing on Market Street (16m), however the LinSig results indicate that the junction would operate within capacity. Should the pedestrian stage not be called every cycle, which is considered likely, given the pedestrian desire lines within the area, then the junction would operate well within capacity with a maximum PRC of 37.9% overall all lanes. The results of this assessment are also included as part of **Appendix C**.

The LinSig analysis demonstrates that the proposed layout would operate within capacity.

The splitter islands measure 1.8m wide and would provide sufficient room for the signal equipment.

A vehicle tracking exercise has been undertaken to demonstrate the movements of a 12.0m bus through the junction. A drawing has been included in **Appendix D** which demonstrates that there would be sufficient room for a bus to manoeuvre through the junction.

WBC Paragraph 14

"There is concern about service access and car park access being in the same place with service vehicles mixing with the car park. Service area should be kept separate from the car park movements. I am assuming that the proposed car park will be used by residents only"

Waterman Response 14

The undercroft car park (accessed off Bartholomew Street) would be for residents of the Eagle Quarter II development only and will be signposted as such. Refuse vehicles would be able to access the service area within the car park, but would not be able to access any further due to the low floor-ceiling height. The frequency, timings and type of vehicles using the service area would be managed in accordance with the submitted Framework Servicing & Management Plan.

The undercroft parking area would be controlled to provide access only to registered users, the specific nature of the control has yet to be confirmed. It is likely to take the form of a barrier with ANPR or key fob access. Residents would apply for a permit to park within the undercroft car park. This would be charged at the same rate as the MSCP (i.e. quarterly charges). Residents would be required to display their permit at all times (when parked within the car park).

Other than refuse vehicles no HGV's would enter the site.

Vehicle tracking is also included to demonstrate that refuse vehicles would be able to safely access, egress and manoeuvre within the proposed undercroft service area. A drawing to illustrate this is included as part of **Appendix E**. Also included on the drawing is the vehicle tracking for the Cheap Street service area.

WBC Paragraph 15

"There is concern over the routes cyclists will need to take to get to the cycle stores including through proposed car parks".

Waterman Response 15

Cycle parking is proposed on the ground floor of the development in nine convenient locations, all providing level access. A total of 632 spaces are proposed. This level of provision accords with West Berkshire Councils minimum cycle parking standards. A plan illustrating the location of cycle stores is provided overleaf in **Figure 1**. The route to/from these cycle stores is indicated by the orange arrows.

Figure 1 – Cycle Store Access

Of the nine cycle stores proposed on site, only one would be accessible through the undercroft car park. This cycle store would also be accessible via the lobby on Bartholomew Street (as identified on the above plan).

The remaining eight cycle stores would be accessible from either Market Street, Cheap Street or the new pedestrianised street which routes through the centre of the site. These locations would provide residents with a range of locations to store their bike. Each residential apartment would be offered cycle parking, and this would be incorporated and controlled within the management plan for site.

Appropriate measures would be implemented as part of the development to ensure safety and security of the car park / site, and to ensure no anti-social behaviour or crime, these include:-

- Provision of high-quality lighting;
- 24/7 CCTV monitored by on site staff;
- The car parking areas would be managed by concierge 24/7
- The cycle parking within the storage areas would be unallocated but access would be security fob controlled.

Many of the cycle parking areas require cyclists to negotiate two sets of doors. These doors are necessary due to fire regulation requirements.

WBC Paragraph 16

"I am concerned however, that larger vehicles such as HGV's will be unable to use either of the new accesses. I consider this is an issue that should be addressed. Will HGVs be likely to visit the site?"

Waterman Response 16

Other than refuse vehicles no HGV's would enter the site.

Vehicle tracking is included in **Appendix E** to demonstrate that refuse vehicles would be able to safely access, egress and manoeuvre within the proposed Cheap Street service area.

Vehicle tracking is also included to demonstrate that refuse vehicles would be able to safely access, egress and manoeuvre within the proposed undercroft service area. A drawing to illustrate this is included as part of **Appendix E**.

The management strategy for the service area is detailed within the submitted Framework Serving & Management Plan which is contained in **Appendix F**.

WBC Paragraph 21

"I have read Section 7 of the TA titled Parking Rational. This site along with all other sites within the town centre and across the district must comply with the Councils car parking standards. It was made quite clear in discussions held in the summer, that this site is not considered to be an exceptional in any way. It is disappointing that such a claim is still being made. Contained with Section 7 is census data, in an attempt to justify a lower provision. However, as explained in the summer, census data was already considered when producing the parking standards that are set out in Policy P1 along with accessibility, etc. Policy P1 will be applied and will defended".

Waterman Response 21

The Transport Assessment sought to demonstrate how the provision of 475 parking spaces would be appropriate to cater for the predicted parking demand on site. The key points that informed this conclusion are as follows:

Existing Parking Conditions

- A total of 415 parking spaces are currently provided in the Kennet Centre MSCP.
- Parking survey results from 2022 demonstrate that the Kennet Centre MSCP currently operates with ample spare capacity. The peak demand occurs during a Saturday (73.6% occupied), which is linked to the existing retail component of the site. *Note: The development proposals result in a 66% reduction in commercial/office floorspace.*
- Parking survey results for other town centre car parks in Newbury (including Parkway, Northbrook and the new Newbury Station Car Park) demonstrate significant spare capacity. The 3 car parks provide a total of 1,458 spaces and on the busiest day the car parks are only 52.3% occupied, which results in 893 available spaces.

Appeal Scheme

- The appeal scheme included the provision of 575 parking spaces. This included the 83 undercroft parking spaces plus an additional floor of parking at the MSCP.
- When the commercial floorspace was accounted for the parking position for the appeal scheme amounted to the equivalent of one parking space per apartment.

- Dual use of the MSCP by residents and non-residents was accepted by the Local Highway in August/September 2023.

Market Street Development

- The Market Street development achieves a parking ratio of 0.58 spaces per apartment and was considered to comply with Policy P1 in the committee report.

Revised Scheme

- The revised scheme removes the proposed additional floor of parking, which reduces the proposed parking provision on site by 100 parking spaces. A total of 475 parking spaces would be provided. The 475 spaces are split as follows:
  - New Undercroft Car Park – 83 spaces (available to residents only)
  - Multi-Storey Car Park - 392 spaces (available to all)
- The undercroft parking area would be controlled to provide access to registered users only, the specific nature of the control has yet to be confirmed. It is likely to take the of a barrier with ANPR or key fob access. Access to the MSCP would be controlled, although specific nature of the control has yet to be confirmed through detailed design. It is likely to take the form of a barrier (as existing) or ANPR.
- There are currently 66 spaces within the MSCP which are allocated to West Berkshire Council. As part of the development proposals these spaces would be removed. West Berkshire Council would no longer be allocated spaces within the MSCP. All parking spaces would be available on a first come first served basis. Residents would be charged the prevailing going rate to use the MSCP or undercroft car park.
- The scheme has reduced the amount of commercial/office floorspace at the Kennet Centre from 23,492.84sqm to 8,092.36sqm, a reduction of 15,400.48sqm (66%). This reduces the parking demand for the non-residential uses from 306 spaces to 178 spaces (based upon TRICS calculations), a reduction of 128 parking spaces (41.8%).
- When compared against the appeal scheme the commercial/office floorspace has decreased by 7,029.85sqm (46.5%). This reduces the parking demand for the non-residential uses from 206 spaces to 178 spaces (based upon TRICS calculations), a reduction of 28 parking spaces.
- The revised scheme increases the number of apartments from 367 to 426. This is an increase of 59 apartments (when compared with the appeal scheme).
- The 475 parking spaces allow for 297 residential parking spaces during the peak non-residential period, assuming all of the non-residential parking spaces are in use (a worst-case scenario). This has been calculated using TRICS data.
- The proportion of spaces for the residential element of the scheme, results in 0.7 parking spaces per apartment (worst case scenario), a reduction of 0.3 spaces per apartment from the appeal scheme.
- The proposed land uses would each have different trip profiles which results in the demand for parking varying throughout the day. Overnight the demand for non-residential parking is negligible.
- With the parking provision unallocated and available on a first come first served basis this would enable the dual use of the MSCP by residents and non-residents (as accepted for the Market Street scheme).

- The Kennet Centre development includes considerable sustainability elements including on-site amenities for residents including residents' lounges, workspaces, leisure and gym facilities, extensive cycle parking, 3 car club spaces, electric vehicle charging points, roof terraces, and other ancillary facilities.
- The similarities between the proposed development and the Market Street scheme are considerable, particularly in respect of proximity to the train and bus stations, and the fact both have a MSCP on site. This is not the case for most town centre schemes in Newbury. We consider this would not create a precedent.
- We consider the site to be an 'exceptional circumstance' in terms of its location within the centre of Newbury and the onsite amenity that will be provided to residents, as was the case for the Market Street development.
- Car ownership statistics for flats/apartments within the West Berkshire 019 super output area (illustrated in **Figure 2**), indicate ownership levels of 0.63 cars/vans per household in 2011 and 0.68 cars/vans per household in 2021 (provisional estimate). The proposed level of parking provision exceeds these figures by providing 0.70 spaces per apartment during the peak non-residential period. Outside of this period, residential parking provision exceeds 0.70 spaces per apartment.
- We understand your comments that census data was considered when producing the parking standards that are set out in Policy P1. However, when formulating the parking standards, the census data would have needed to cover all areas of Zone 1 (including Thatcham, Hungerford, Pangbourne and Theale town centres). Each of these zones have different characteristics to Newbury and in particular the application site and development proposals, which includes built to rent accommodation, car club spaces, cycle parking etc. What we have sought to demonstrate is how parking provision at a ratio of 0.7 parking spaces per apartment reflects current local car ownership statistics of Newbury town centre and the specific nature of the proposals.
- Should the MSCP be full (which we consider unlikely), then the general public and/or residents would be able to park elsewhere within Newbury town centre i.e. the new Newbury Station MSCP or Northbrook MSCP.
- Variable message signs are currently provided at strategic points throughout Newbury which display the availability of parking spaces, thus providing early information to enable drivers to redirect to a convenient location (should the Kennet Centre MSCP be full). The information displayed is updated automatically. The variable message signs are an important part of the traffic management strategy in Newbury town centre and help people park easily and reduce journey times.

Overall, the development does provide adequate parking provision. In the very unlikely situation that there should be any overspill parking, this would easily be accommodated within other car parks within Newbury, which provide ample spare capacity. Furthermore, nearly all local streets have Controlled Parking Zones (CPZ) restrictions, including residents parking permit schemes, and therefore on-street parking will not be affected within Newbury town centre. **Figure 3** overleaf is an extract of the Newbury Parking Zones Map. The nearest available on-street parking would lie circa 1km from the site.

We consider the above reasons provide you with sufficient information/evidence to support the level of on-site parking provision.

Figure 2 – West Berkshire 019 Super Output Area

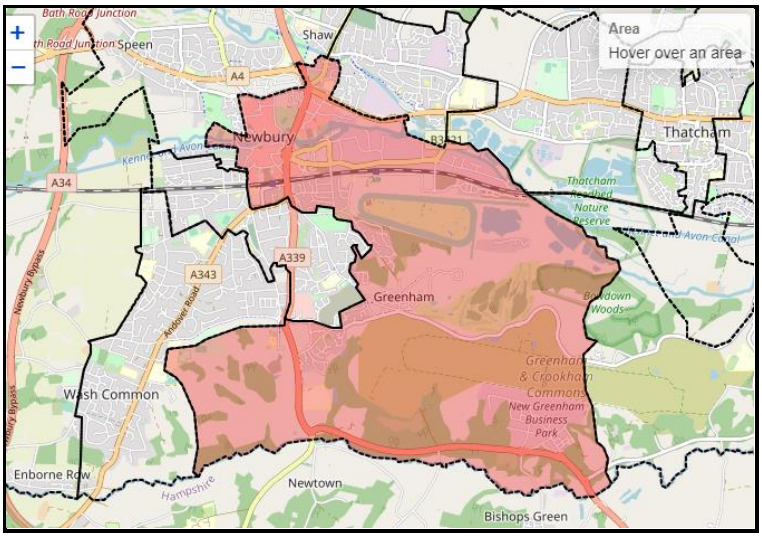
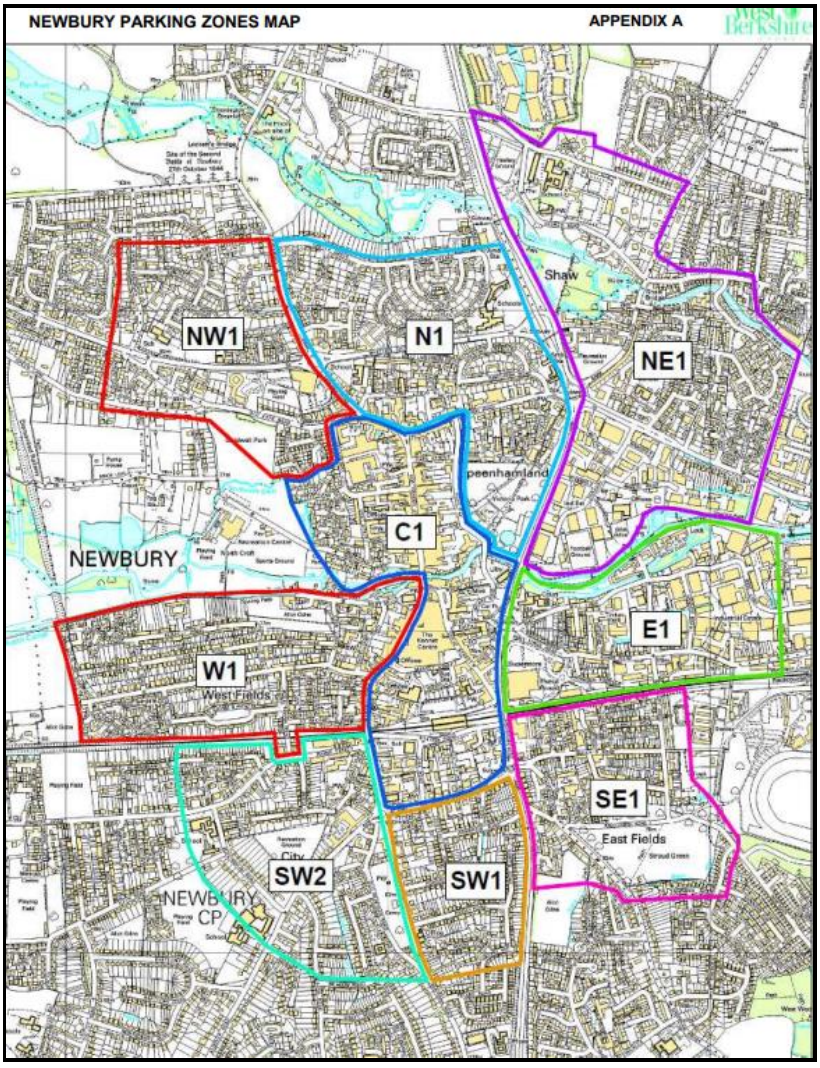


Figure 3 – Newbury Parking Zones Map



WBC Paragraph 22

"The nearby Market Street residential development approved in 2016 with planning application 16/00547/FULEXT has also been cited within the TA. However, the Market Street development was approved prior to the car parking standards being set out in Policy P1 that became live in May 2017. I am sure that this was also explained to the applicants and their consultants during the summer. Furthermore, all residents within the Market Street development all have access to the MSCP that was constructed within the development adjacent the train station. The Market Street development therefore did not set a precedent with regards to the application of car parking standards with a Newbury town centre and could be argued complies with Policy P1".

Waterman Response 22

We agreed with you during the summer that the dual use of the Kennet Centre MSCP was acceptable in principle and the appeal was withdrawn on this basis. This was agreed in a number of emails as well as at our meeting on August 15th, where the Market Street development was discussed in detail including how our proposals could adopt a similar approach. Your email of 1st September related to the reasons for refusal for the appeal scheme and confirmed that your decision to withdraw these was based on the evidence submitted. The evidence comprised the Technical Note 5: Parking Provision prepared by Waterman and dated 24th August 2023. This proposed the same dual use solution and was deemed acceptable. You considered this to comply with Policy P1, required a Car Park Management Plan and noted that some updating to the existing visual messaging systems for car parking in Newbury may be required.

The current scheme was developed on this basis. The applicants have discussed at length the removal of the additional floor of parking with your colleagues, noting that the savings would allow for major upgrades to the car park (totalling £600,000) and the provision of 19 discount market rent apartments (subject to viability). The proposed scheme and Transport Assessment adopts the same format and methodology as was agreed for the appeal scheme. There are however some changes resulting from the need to reduce the overall height of the development and this includes the conversion of Block S from office/commercial floorspace to residential. We have subsequently lost 7,029.85sqm of commercial/office floorspace when compared against the appeal scheme (a 46.5% decrease).

What also seems to be contrary to our previous discussions is your approach in respect of Market Street. You have noted that you do not consider our site to be 'exceptional' in the same way you considered the Market Street development to be, however you did consider that the dual use adopted at Market Street was an appropriate way forward for our scheme. This now appears not to be the case and you state that the Market Street development was determined prior to the adoption of Policy P1 of the Housing Site Allocations DPD. Having checked the committee report (document included in **Appendix G**), it would appear that the DPD was in the final stages of its adoption, and it was therefore granted full weight in respect of the determination of the application.

As detailed above in our response to Paragraph 21, we note that the Market Street development was accepted at a ratio of 0.58 spaces per apartment. We consider our scheme to be even more sustainable that the Market Street development and consider a figure of 0.40 spaces per apartment to be more appropriate given the on-site amenities for residents including residents' lounges, workspaces, leisure and gym facilities, extensive cycle parking, 3 car club spaces, roof terraces, and other ancillary facilities. Regardless of this our scheme can achieve 0.70 spaces per apartment (worst case scenario), which is more than the Market Street development.

Given our previous discussions around the considerable similarities between both schemes in respect of policy application, location and sustainability and with a public car park on site, and given our extensive discussions around dual use, we consider the proposals to provide adequate parking provision and that there is sufficient information/evidence for you to support the level of on-site parking provision. The similarities between the proposed development and the Market Street scheme are considerable, particularly in respect of proximity to the train and bus stations, and the fact both have a MSCP on site. This is not the case for most town centre schemes in Newbury. Given the uniqueness of the Market Street development and this scheme this would not create a precedent.

WBC Paragraph 24

"The Council does not have any particularly updated car parking standards for commercial uses but has detail of current usage of the existing MSCP."

Waterman Response 24

We understand that the level of vehicular parking required for non-residential developments is judged on a case-by-case basis and is required to take account of:

- the accessibility of the development the type,
- mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- and other locally specific issues.

The Transport Assessment has utilised data from the TRICS online database to predict the parking demand for the non-residential uses. This assessment predicts the peak parking demand for the non-residential uses to be 178 spaces. With 475 parking spaces proposed this would provide 297 parking spaces for residents, assuming all of the non-residential parking spaces are in use (a worst-case scenario). The proportion of spaces for the residential element of the scheme, results in 0.7 parking spaces per apartment.

Overall, the development does provide adequate parking provision. However, should the MSCP be full (which we consider unlikely), then the general public and/or residents would be able to park elsewhere within Newbury town centre i.e. the new Newbury Station MSCP or Northbrook MSCP. Variable message signs would advise drivers on approach to the car park of the availability of spaces.

WBC Paragraph 26

"However as mentioned above, if 471 car parking spaces are required, then even with dual use car parking, I am concerned that there isn't sufficient car parking available within the site as shown in the table below":

Time	Friday survey	Available for residential	Saturday survey	Available for residential
07:00	16	459	34	441
07:30	20	455	51	424
08:00	21	454	67	408
08:30	34	441	76	399
09:00	58	417	97	378
09:30	89	386	157	318
10:00	106	369	190	285
10:30	131	344	243	232
11:00	182	293	277	198
11:30	179	296	283	192
12:00	186	289	280	195
12:30	188	287	286	189
13:00	195	280	301	174
13:30	203	272	306	169
14:00	204	271	303	172
14:30	201	274	284	191
15:00	188	287	266	209
15:30	173	302	239	236
16:00	166	309	204	271
16:30	142	333	201	274
17:00	120	355	199	276
17:30	123	352	174	301
18:00	113	362	168	307
18:30	90	385	153	322
19:00	84	391	123	352
19:30	81	394	117	358
20:00	83	392	103	372
20:30	86	389	102	373
21:00	77	398	111	364
21:30	76	399	104	371
22:00	71	404	99	376

Potential availability of car parking

Waterman Response 26

The above table indicates the car park occupancy levels on a Friday and Saturday at the Kennet Centre MSCP. This is based upon survey data from November 2022. Within the table you have indicated the number of spaces available to residents and this has been calculated by subtracting the existing occupancy levels from the proposed number of spaces (475). What this table fails to acknowledge is the significant decrease in the amount of commercial/office floor space at the Kennet Centre. The scheme propose to reduce the amount of commercial/office floorspace from 23,492.84sqm to 8,092.36sqm, a reduction of 15,400.48sqm (66%). You have therefore significantly underestimated the available spaces in the above table due to the proposed changes in land use.

The above table indicates a maximum demand of 204 spaces on a Friday and 306 spaces on a Saturday. This would result in only 271 spaces being available to residents on a Friday and 169 spaces on a Saturday. However, if the above parking occupancy figures were reduced by 66% to take account of the loss in commercial/office floorspace, the number of available spaces to residents at the peak non-residential period would increase to 406 on a Friday and 371 on a Saturday.

Contrary to paragraph 5 of your highway's response, these do not represent '*relatively minor changes'* but comprise a reduction in office space from 7,980.13 to 555.49, which provide a total reduction for retail and office space from 10,096.53 sqm to 3,023.40sqm, a reduction of some 7,073.13sqm (circa 70%) when compared with the appeal scheme. The changes in floor space reduce the peak commercial parking requirement from 206 to 178 spaces, a reduction of 28 spaces (calculated using TRICS data). The change in floor areas and apartments is summarised in **Table 1** overleaf. **Table 2** summarises the change in parking provision.

Table 1: Lane Use Changes

Area (sqm)		Existing	Appeal Scheme	Amended Scheme (Sep 23 TA)	Difference (Appeal Scheme - Amended Scheme)
Retail		18,808.25	2,116.40	2,467.91	351.51
Office	Office	509.70	0	555.49	-7,424.64
	Tech Hub		2,157.78	0	
	HQ Office		5,822.35	0	
Cinema		3,391.07	3,551.34	3,594.62	-5,822.35
Restaurant		783.82	1,474.34	1,474.34	43.28
Total (Non Resi)		***23,493.84***	***15,122.21***	***8,092.36***	***7,029.85***
Apartments		0	367	426	59

Table 2: Parking Provision Changes

Parking	Existing	Appeal Scheme	Amended Scheme (Sep 23 TA)	Difference (Appeal Scheme - Amended Scheme)
Undercroft	0	83	83	0
MSCP	415	492 (Inc. Add Floor)	392	
Total	415	575	475	-100
Peak Non-residential Parking demand	306	206	178	-28
WBC Spaces	66	0	0	0
Available for Residents		369	297	-72
Parking Ratio		1.01	0.70	-0.31

As detailed above, the Market Street development was accepted at a ratio of 0.58 spaces per apartment. Our scheme can achieve 0.70 spaces per apartment, which is more than the Market Street development. The similarities between the proposed development and the Market Street scheme are considerable, particularly in respect of proximity to the train and bus stations, and the fact both have a MSCP on site. This is not the case for most town centre schemes.

With the parking provision unallocated and available on a first come first served basis this would facilitate the dual use of the MSCP by residents and non-residents (as accepted for the Market Street scheme and for the appeal scheme).

Overall, the development proposals do provide adequate parking provision.

WBC Paragraph 27

"During the discussions held in the summer, it was considered by highway officers that with 367 apartments and an overall parking requirement of 423 car parking spaces, that on balance this may have worked. But unfortunately, this proposal has reduced the level of car parking with the previous proposal. The proposed additional apartments then add a further requirement of 48 car parking spaces. Together, I consider that this makes a sufficient difference to warrant recommending refusal on lack of car parking grounds".

Waterman Response 27

As detailed above the revised scheme has not only increased the number of apartments but it has also reduced the amount of commercial/office floorspace by 7,029.85sqm. This is a significant reduction and reduces the parking demand for the non-residential uses from 206 spaces to 178 spaces (based upon TRICS calculations), a reduction of 28 parking spaces. This seems to have been omitted from your calculations and you have significantly underestimated the available spaces due to changes in land usages. Assuming all of the commercial spaces are in use (a worst-case scenario) our scheme can achieve 0.70 spaces per apartment which is considered to provide adequate parking provision.

WBC Paragraph 32

"As previously discussed, the Councils VISSIM traffic model should be used by the applicants to assess the impact of any increase in traffic from this development, particularly the area including and towards the A339 / B3421 Bear Lane / Kings Road junction and the A339 / Cheap Street junction."

Waterman Response 32

The A330 / Bear Lane traffic signal-controlled roundabout is located to the northeast of the application site. The development proposals would result in an additional 30 vehicle trips through the roundabout during the morning peak hour. During the evening peak hour there would be a reduction in trips (134 fewer vehicle trips) and over a 24-hour period there would be a significant reduction (1,299 fewer vehicle trips). Such a large reduction in traffic flows would provide significant capacity benefits to an already congested junction.

The proposed increase in traffic flows (30 trips) during the morning peak hour would have a negligible impact on the operation of the roundabout. The benefits of a reduction in 1,299 vehicles across the day would far outweigh the negligible increase in traffic flows during the morning peak hour.

We note that you also advise that "the projected traffic levels for the existing uses for the AM peak seem quite low". If this is the case, then there would be less of an increase in traffic levels during the morning peak (<30 trips)

In accordance with National Planning Policy Framework (NPPF), the impact of the associated development traffic on the operation and safety of the roundabout, is not considered to be 'severe'. We do not consider an increase of <30 vehicles requires use of the Councils VISSIM model to assess the impact at this roundabout.

4. Conclusion

We consider the above information and attachments provide sufficient information/clarity for the Local Highway Authority to support the proposals.

A. WBC Highways Comments

HIGHWAYS RESPONSE

To:	Debra Hammond Planning Team Leader	**Our Ref**:	23/02094/FULMAJ
From:	Paul Goddard Highways Development Control Team Leader	**Your Ref**:	23/02094/FULMAJ
Extn:		**Date**:	October 27th 2023

The Kennet Shopping Centre, Newbury

Full planning permission for the redevelopment of the Kennet Centre comprising the partial demolition of the existing building on site and the development of new residential dwellings (Use Class C3) and residents' ancillary facilities; commercial, business and service floorspace including office (Class E (a, b, c, d, e, f, and g)); access, parking, and cycle parking; landscaping and open space; sustainable energy installations; associated works, and alterations to the retained Vue Cinema and multi storey car park.

INTRODUCTION

1. I refer to the above planning application. I have viewed all relevant plans and documents including the Transport Assessment (TA) that has been prepared by Waterman Infrastructure & Environment Ltd.

2. The development proposals would comprise of 426 apartments as follows:

   - 223 one bedroom or studio apartments.
   - 188 two bedroom apartments; and
   - 15 three bedroom apartments.
   - 1,159.90 sqm resident's indoor amenity.
   - 121.34 sqm managers office.
   - 2,467.91 sqm Use Class E (commercial, business and service) floorspace;
   - 555.49 sqm offices.
   - 936.47 sqm store; and
   - 5,248.47 ancillary.

3. The proposals also retain 5,068.95 sqm of the existing Class E floorspace within Kennet Centre. This includes the cinema (3,594.61 sqm) and restaurants (1,474.34 sqm) within the site. The total Class E floorspace including the retained and proposed floorspaces would amount to 8,092.35 sqm. This represents a decrease of 14,891.15 sqm (65%) when compared with the existing commercial floorspace (22,983.5 sqm).

4. This follows from planning application 21/00379/FULMAJ that was refused planning consent a year ago and was due to go to planning appeal set for this month. However, after much work and discussions during this summer, a way forward was seemingly found for all issues including on highway issues. The appeal was therefore withdrawn, pending this further planning application.

5. While there have been some relatively minor changes to the floor areas for commercial uses. The most significant difference is the additional number of proposed apartments which has increased from 367 with the previous planning application to a higher total of 426 apartments. The Local Highway Authority is somewhat surprised at this, because there is no recollection of this from the discussions held during the summer, when it was assumed that the numbers would be kept at 367. As will be explained later, this will have some implications in the consideration of car parking issues.

ACCESS

6. It is proposed to remove the existing service ramp access onto Market Street and replacing with two service accesses, one onto Cheap Street and another onto Bartholomew Street.

7. The proposed Cheap Street access would serve both residential and commercial uses and would be for service and emergency vehicles only. The access would consist of a new drop kerbed access. It would seem that the proposed visibility splays of 2.4 x 25 metres would be appropriate for 33 kph (20 mph) speeds are being provided.

8. The proposed Bartholomew Street access would also serve both commercial and residential uses and would provide access for service and emergency vehicles. The Bartholomew Street access would also provide access to an additional resident's car park of 83 car parking spaces. It would also seem that the proposed visibility splays of 2.4 x 25 metres would be appropriate for 33 kph (20 mph) speeds are being provided.

9. This proposed access is to be located some 30 metres north of the existing Kennet MSCP entrance and the start of the existing pedestrian zone that is enforced by a set of bollards and signage. Therefore, this would need to be relocated some 45 metres northwards. This would allow for the access to be used over 24 hours. It is then proposed that the new open section of road would be revamped to become more informal, with shared surface materials. I have been liaising with colleagues from the Councils Intelligent Transport Services team who also consider cycle routes and facilities within the district. Together we have the following comments regarding this section of Bartholomew Street.

    - We would like to be able to provide a cycle contraflow on Bartholomew Street fronting the site that would enable cyclists coming south over the canal bridge to continue south through the Bartholomew Street pedestrian area to reach the Bartholomew Street / Market Street junction. Either a 2.0 metre wide one-way contraflow lane southbound, appropriately signed especially at "crossover" points is provided, or alternatively a 3.0 metre wide bi-directional facility is provided.
    - Consideration could be given to offsetting the northbound vehicle running lane in Bartholomew Street fronting the site more to the western side of the road, using part of the former bus stop area that is almost opposite The Newbury PH.
    - I will liaise with colleagues on whether to replace the existing bollards with a similar make or whether a different make would be preferred.

10. The existing MSCP exit would remain unchanged as an exit only onto Market Street.

11. It would seem from the drawings that changes are still proposed to the bus stop laybys on the south side of Market Street. They must remain as they have been recently constructed with two bus stop laybys.

12. I would request that consideration be given to improving the existing pedestrian crossing location just to the east of the MSCP exit on Market Street. T

13. The existing Market Street / Bartholomew Street traffic signal junction currently only allows for exit northbound one way movements. As part of the development proposals, it is proposed that this junction would be redesigned to allow for all movements. Again, I have been liaising with the councils ITS team that also considers traffic signal junctions within the district. Together we have the following comments regarding the proposed changes to the traffic signal junction:

    - There is concern regarding the lengths that pedestrians would have to cross at the Bartholomew Street / Market Street junction are at the upper end for a single stage crossing. This will increase the crossing time for pedestrians and due to the traffic movements result in a dedicated pedestrian stage which may affect junction capacity and queues in the area. Consideration should be given to keeping the central pedestrian island and banning the right turn out of Bartholomew Street fronting the site and forcing all traffic to turn left thereby allowing pedestrians to cross in shorter times. Also are the splitter islands wide enough for the proposed signal head configuration?

    - The northbound stop line in Bartholomew Street opposite Jones Robinson estate agents may need to be set back further for allowances to be made for the adjacent loading bays. It can also be difficult to get a 12.0 metre bus around from Market Street into Bartholomew Street when there is a vehicle sat at the northbound stop line and on the road centre line.

    - The highway alignment in Market Street has changed significantly since the documents were drawn up, and this should be checked.

    - Following consideration on potential redesign of the traffic signal junction, further traffic modelling results will need to be submitted for this traffic signal junction.

SITE LAYOUT ISSUES

14. There is concern about service access and car park access being in the same place with service vehicles mixing with a car park. Service area should be kept separate from the car park movements. I am assuming that the proposed car park will be used by residents only.

15. There is concern over the routes cyclists will need to take to get to the cycle stores including through proposed car parks.

16. I am concerned however, that larger vehicles such as HGV's will be unable to use either of the new accesses. I consider this is an issue that should be addressed. Will HGVs be likely to visit the site?

PARKING

17. Nine separate secure storage areas are proposed on the ground floor, totalling 632 spaces, with a range of tiered bike racks, Sheffield stands and secure lockers for storage. A number of visitor cycle parking spaces would also be provided within the site. It would seem that the development complies with the Councils Cycle and Motorcycle Advice and Standards for New Development.

18. The Council’s residential car parking standards are set within Policy P1 of the Housing Site Allocations DPD. The site is within zone 1 and therefore the minimum parking standards are:

0.75 spaces per 1 bedroom apartment.
1 space per 2 bedroom apartment.
2 spaces per 3 bedroom apartment; and
1 visitor space is required per 5 apartments.

19. Based upon the above standards the residential proposals would require 386 parking spaces plus a further 85 visitor parking spaces. The total parking provision required for residents is 471 vehicle parking spaces.

20. The existing Kennet Centre MSCP currently includes 415 spaces and is owned by the applicant and leased to West Berkshire Council. The car park is available to the public and allows for both short and long stay parking. The pricing structure includes hourly, daytime, overnight and quarterly charges. Overall, a further 60 car parking spaces is being provided with the proposal to bring the total provision to 475.

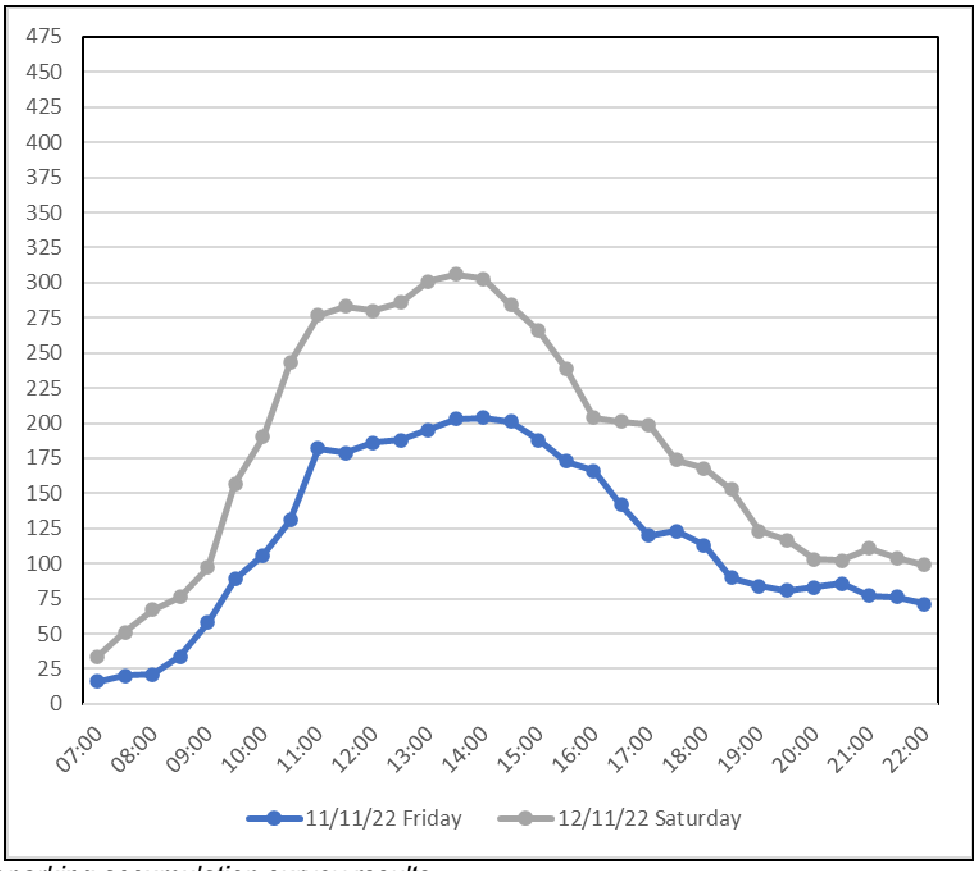
21. I have read Section 7 of the TA titled Parking Rational. This site along with all other sites within the town centre and across the district must comply with the Councils car parking standards. It was made quite clear in discussions held in the summer, that this site is not considered to be an exceptional in any way. It is disappointing that such a claim is still being made. Contained with Section 7 is census data, in an attempt to justify a lower provision. However, as explained in the summer, census data was already considered when producing the parking standards that are set out in Policy P1 along with accessibility, etc. Policy P1 will be applied and will defended.

22. The nearby Market Street residential development approved in 2016 with planning application 16/00547/FULEXT has also been cited within the TA. However, the Market Street development was approved prior to the car parking standards being set out in Policy P1 that became live in May 2017. I am sure that this was also explained to the applicants and their consultants during the summer. Furthermore, all residents within the Market Street development all have access to the MSCP that was constructed within the development adjacent the train station. The Market Street development therefore did not set a precedent with regards to the application of car parking standards with a Newbury town centre and could be argued complies with Policy P1.

23. This development is proposed with a number of different uses that can have a demand for car parking at different times of the day including commercial by day and residential overnight. This is considered possible if the overall numbers are shown to work.

24. The Council does not have any particularly updated car parking standards for commercial uses but has detail of current usage of the existing MSCP.

25. Within Appendix H of the TA, there are details of car parking accumulation surveys undertaken within the MSCP between Thursday November 10th 2022 and Wednesday November 16th 2022. The surveys were carried out between the hours of 07.00 and 22.00 with occupancy levels recorded at 30 minute intervals. The results of the surveys are also shown in the graphs below from the busiest weekday and the busiest weekend day. It is clear that for much of the day and overnight there is car parking that could be available for residential use.



Car parking accumulation survey results

26. However as mentioned above, if 471 car parking spaces are required, then even with dual use car parking, I am concerned that there isn't sufficient car parking available within the site as shown in the table below:

Time	Friday survey	Available for residential	Saturday survey	Available for residential
07:00	16	459	34	441
07:30	20	455	51	424
08:00	21	454	67	408
08:30	34	441	76	399
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09:30	89	386	157	318
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11:00	182	293	277	198
11:30	179	296	283	192
12:00	186	289	280	195
12:30	188	287	286	189
13:00	195	280	301	174
13:30	203	272	306	169
14:00	204	271	303	172
14:30	201	274	284	191
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15:30	173	302	239	236
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17:00	120	355	199	276
17:30	123	352	174	301
18:00	113	362	168	307
18:30	90	385	153	322
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20:00	83	392	103	372
20:30	86	389	102	373
21:00	77	398	111	364
21:30	76	399	104	371
22:00	71	404	99	376

Potential availability of car parking

27. During the discussions held in the summer, it was considered by highway officers that with 367 apartments and an overall parking requirement of 423 car parking spaces, that on balance this may have worked. But unfortunately, this proposal has reduced the level of car parking with the previous proposal. The proposed additional apartments then add a further requirement of 48 car parking spaces. Together, I consider that this makes a sufficient difference to warrant recommending refusal on lack of car parking grounds.

TRAFFIC GENERATION

28. Projected traffic generation rates and levels were agreed with the previous planning application and pre- application discussions that took place in the summer. Traffic has been projected by using the Trip Rate Information Computer system in (TRICS) which is a traffic survey database covering Ireland and the UK. TRICS has survey samples of

uses within the existing the site and that are being proposed, and its use is a standard methodology.

29. In summary for the existing site, it is projected the during the AM peak the site would have generated 93 vehicle movements 78 in and 14 out. During the PM peak the site would have generated 523 vehicle movements 229 in and 294 out.

30. In summary for the proposed site, it is projected the during the AM peak the site would have generated 122 vehicle movements 38 in and 83 out. During the PM peak the site would have generated 303 vehicle movements 150 in and 153 out.

31. There would have been an advantage if actual surveys had been made of the existing traffic movements. I am seeking some data from colleagues in the Councils Parking Services team that may assist, and I will write later this point. On reflection, the projected traffic levels for the existing uses for the AM peak seem quite low. With the change in uses, the figures suggest that there will be a decrease in traffic during the PM peak, but an increase during the AM peak.

32. As previously discussed, the Councils VISSIM traffic model should be used by the applicants to assess the impact of any increase in traffic from this development, particularly the area including and towards the A339 / B3421 Bear Lane / Kings Road junction and the A339 / Cheap Street junction.

33. The calculations on traffic projections are submitted alongside this response.

34. The TA states that the distribution of the development is likely to follow a similar pattern to at present. To distribute traffic, origin and destination data has been downloaded from the 2011 Census. Analysis has also been taken of the routes people are likely to take using Google maps (route planner). This is considered acceptable and suggests that for residential traffic, some 91% for residential and 83% for commercial will travel and to and from the A339 direction, with the remainder travelling to and from Bartholomew Street.

35. The TA reviews the ‘Crash Map’ website that reveals that for the most recent available five year period there have been six recorded Personal Injury Accidents within Bartholomew Street, Market Street and Cheap Street and a further three within the local area. These PIA’s resulted in seven which are classified as slight and two as serious in severity. While every PIA is regrettable, I concur with the TA that overall, the local highway network is considered to be safe and the number or pattern of PIA’s is generally consistent with what would be expected for the levels of traffic flow, etc.

36. I am aware of the Framework Travel Plan that has been submitted. Colleagues from Transport Policy will provide comments on the FTP.

37. I note the provision of a Construction Traffic Management Plan that will need to be secured by condition.

SUMMARY

38. There are a number of concerns regarding potential conflict with different users within the proposed accesses and service yards. Clarification is required on whether HGV’s can visit the site, because the yards are not large enough to enable this. We would like to suggest improvements for pedestrians and cyclists around the site especially along Bartholomew Street fronting the site. We would also like further consideration to the proposed changes to the Bartholomew Street /Market Street traffic signal junction.

39. I will provide further clarification on whether the proposal should use the VISSIM traffic model once I have obtained data on traffic flows into and from the existing Kennet MSCP.

40. Overall, the biggest issue once again is a potential lack of car parking for residents within the site. This was something that I had considered resolved within the discussions that took place in the summer. But it would seem that the number of apartments has increased with this proposal and the amount of car parking being proposed has decreased with this proposal. Therefore, this is now an issue there is likely to warrant an objection from highways, unless the proposal can be changed to alleviate this concern.

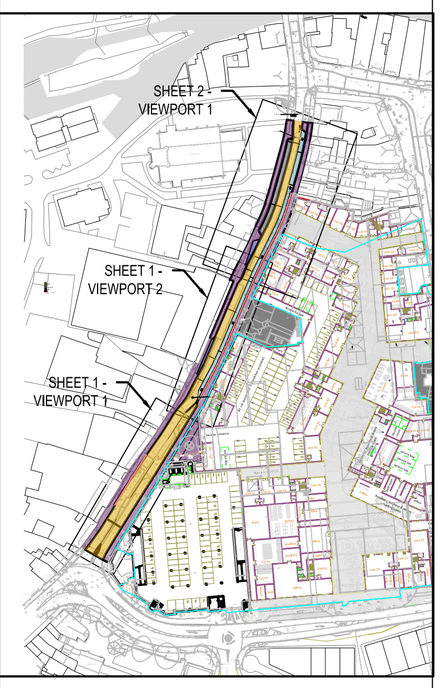
Paul Goddard
Highways Development Control Team Leader

B. Bartholomew Street Improvement Scheme

Pickfords Wharf, Clink Street, London SE1 9DG t 020 7928 7888 f 03333 444 501

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S, ARCHITECT'S OR OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
3. THE CONTRACTOR MUST ENSURE AND WILL BE HELD RESPONSIBLE FOR THE OVERALL STABILITY OF THE BUILDING/STRUCTURE/EXCAVATION AT ALL STAGES OF THE WORK.
4. ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.



KEY:

- CARRIAGEWAY
- CYCLEWAY
- PARKING LOADING BAY
- EXISTING FOOTWAY
- NEW FOOTWAY
- NEW KERBSTONE / EDGING STRIP

Rev	Date	Description	By	Chk
P01	07.12.23	ISSUED	RS	DH

Amendments

Project: EAGLE QUARTER II, NEWBURY

Title: OFF-SITE HIGHWAY WORKS, BARTHOLOMEW STREET SHEET 1

Client: LOCHAILORT NEWBURY LTD

waterman

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mail@watermangroup.com www.watermangroup.com

Work Stage		
STAGE 0 Strategic definition		RIBA
Suitability		
INFORMATION		S2
Designed By: DH	Director: DW	Waterman Ref: 18916
Drawn By: RS	Date: DECEMBER 2023	Scales @ A1: 1:100

Project | Originator | Functional | Spatial | Form | Discipline | Number	Revision
18916100-WAT-HGN-ZZ-DR-C-950101	P01

File Path: \\waterman-consulting.com\legacyfile\LNCS_WIEL\Projects\WIE\18916100\7_CAD\05_Highways\

18916100-WAT-HGN-ZZ-M2-C-950001, 18916100-WAT-VTO-ZZ-M2-C-900001, 20011_Newbury_Eagle Qarter_P0-100_P12_Proposed Site Plan - Ground Floor, A1P-Wat-ISO-S-2023, Proposed Barthomolmew Street Improvements

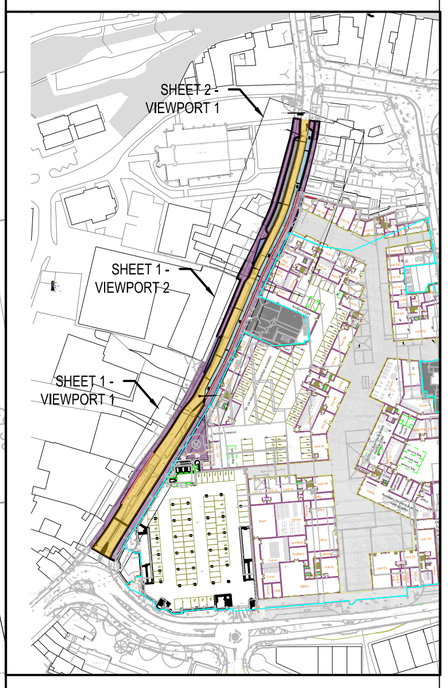
SHEET 1 - VIEWPORT 1

SHEET 1 - VIEWPORT 2

Pickfords Wharf, Clink Street, London SE1 9DG t 020 7928 7888 f 03333 444 501

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S, ARCHITECT'S OR OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
3. THE CONTRACTOR MUST ENSURE AND WILL BE HELD RESPONSIBLE FOR THE OVERALL STABILITY OF THE BUILDING/STRUCTURE/EXCAVATION AT ALL STAGES OF THE WORK.
4. ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.



STOP LINE REMOVED
PROPOSED STOP LINE
0.250
2.45m
3.25m
2.00m
2.00m
2.00m
2.50m
3.25m
3.25m
2.00m
BARTHOLOMEW STREET
N19
N20
N23
Unit H9
Unit H8
Unit
Unit F7
Unit F6
F002
2B4P-D
F001
2B4P-D
Move
Cycles
Lobby
Vacant
Helen & Douglas House No 152
Megebet
Inn At Home No 150-151
Duo Hair Co
Newbury Barbers
No 149
Vici Language Academy
Gold Buying Shop
The Globe Inn Public House
No 148
Entrance to Regnet Center
Cafe Nero No 140-142
No 143-145
The Ugly Duckling No 2-3
Snappy Snaps No 1
Star Nails & Beauty
Busby's Hair & Beauty No 9
No 4-8
gates access to church yard
tarmac footpath
stone wall
0.4m wall 1m irf on top
0.7m wall 1m irf on top
2m shrub
bike racks
parking bays
dropped
block paving
drain
bench
canopy
parapet 82.28
parapet 87.05
parapet 88.13
KEY:
CARRIAGEWAY
CYCLEWAY
PARKING LOADING BAY
EXISTING FOOTWAY
NEW FOOTWAY
NEW KERBSTONE / EDGING STRIP
SHEET 2 - VIEWPORT 1

Rev	Date	Description	By	Chk
P01	07.12.23	ISSUED	RS	DH

Amendments

Project: EAGLE QUARTER II, NEWBURY

Title: OFF-SITE HIGHWAY WORKS, BARTHOLOMEW STREET SHEET 2

Client: LOCHAILORT NEWBURY LTD

waterman
5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage: STAGE 0 Strategic definition — RIBA
Suitability: INFORMATION — S2

Designed By	Director	Waterman Ref
DH	DW	18916
Drawn By	Date	Scales @ A1
RS	DECEMBER 2023	1:100

Project | Originator | Functional | Spatial | Form | Discipline | Number	Revision
18916100-WAT-HGN-ZZ-DR-C-950101	P01

File Path: \\waterman-consulting.com\legacyfile\LNCS_WEL\Projects\WIE 18916\100\7_CAD\05_Highways\

18916100-WAT-HGN-ZZ-M2-C-950001, 18916100-WAT-VTO-ZZ-M2-C-900001, 20011_Newbury_Eagle Qarter_P0-100_P12_Proposed Site Plan - Ground Floor, A1P-Wat-ISO-S-2023, Proposed Barthomolmew Street Improvements

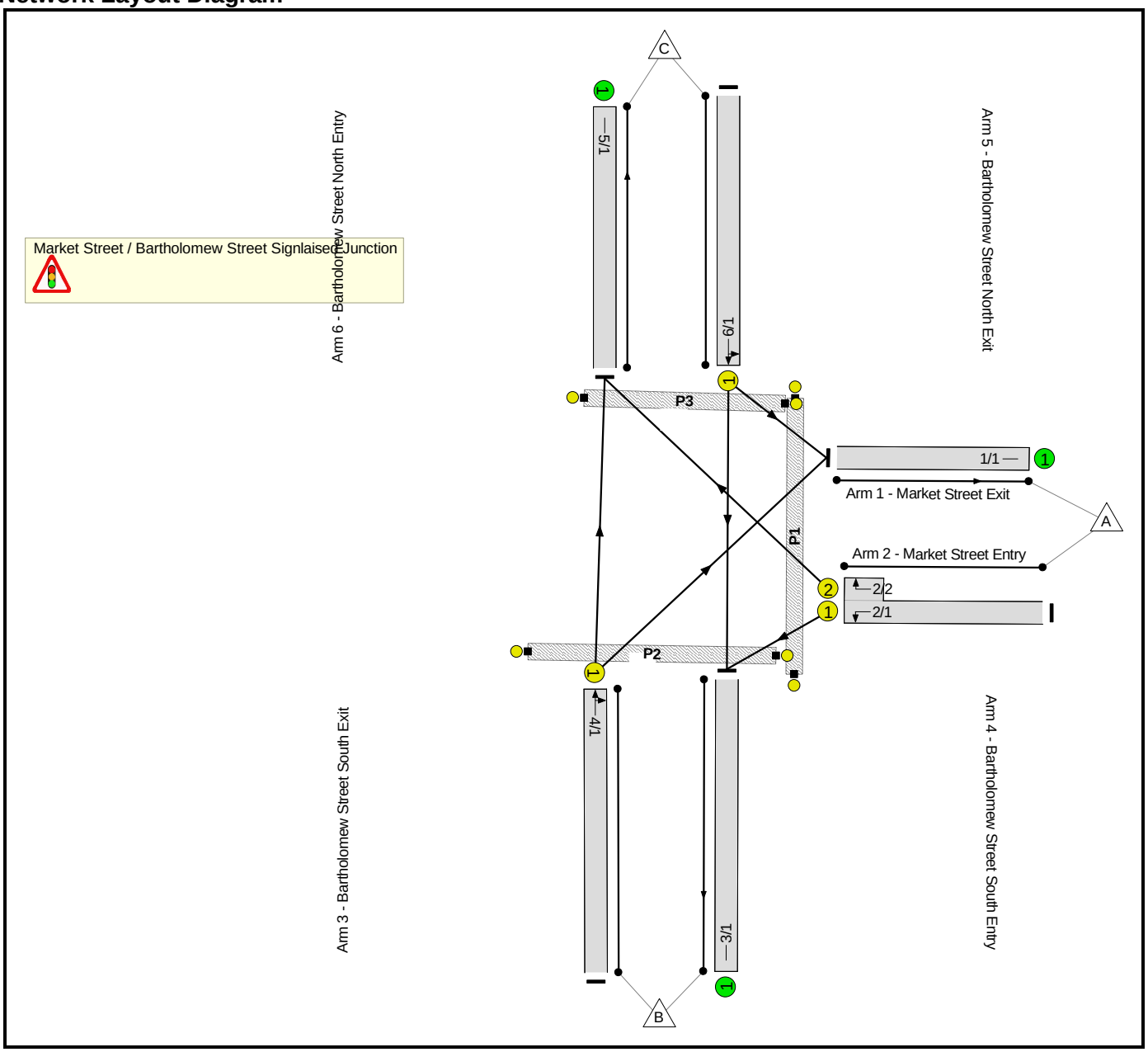
C. Bartholomew Street / Market Street LinSig Outputs

Full Input Data And Results

User and Project Details

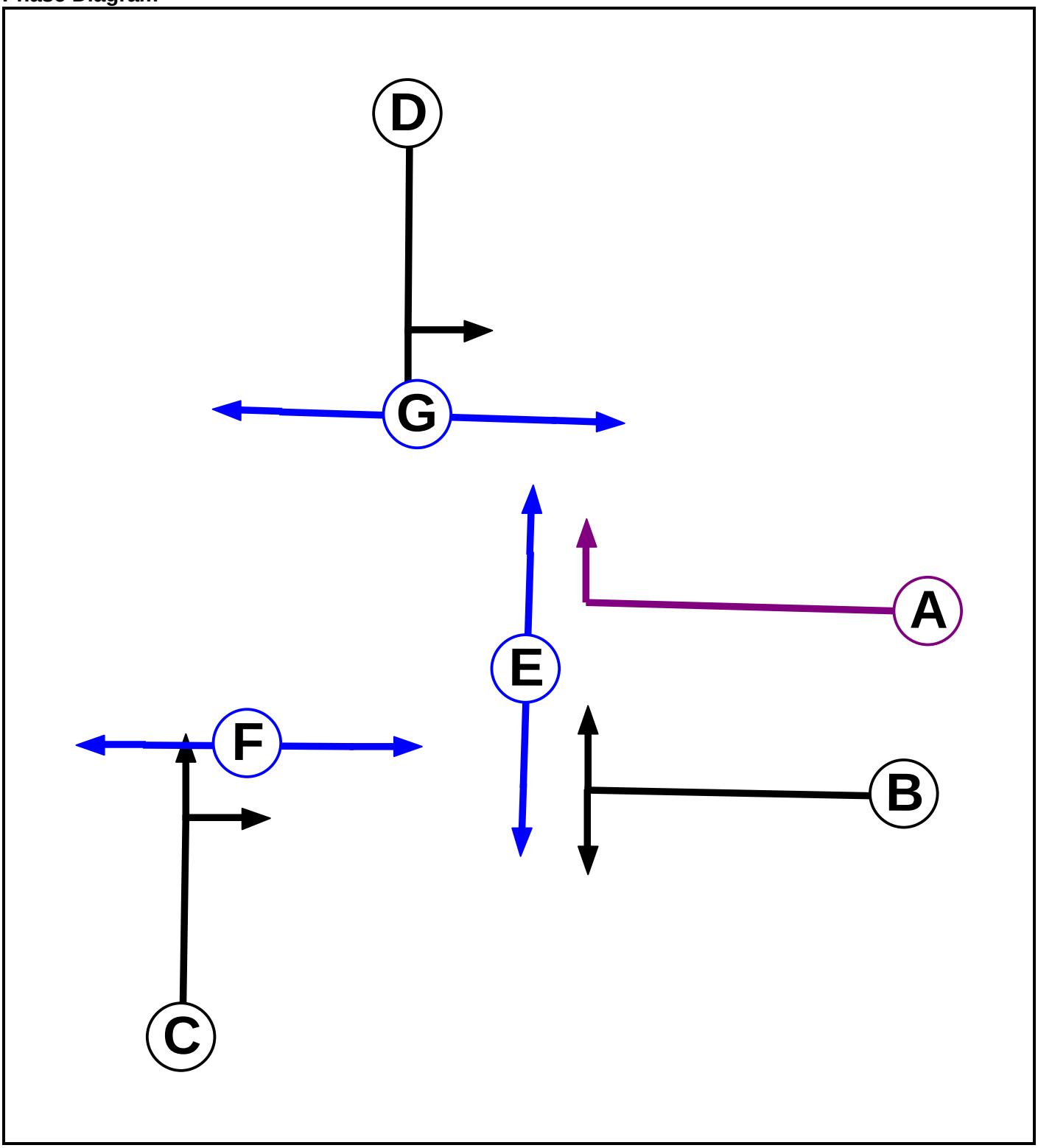
Project:	**Kennet Centre, Newbury**
Title:	**Bartholomew Street / Market Street Signalised Junction**
Location:	
Client:	Lochailort Newbury Ltd
Additional detail:	
File name:	Bartholomew Street_Market Street Signalised Junction - WO Peds.lsg3x
Author:	Jack Wellings
Company:	Waterman Infrastructure and Environment
Address:	5th Floor, One Cornwall Street, Birmingham, B3 2DX

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Ind. Arrow	B	4	4
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

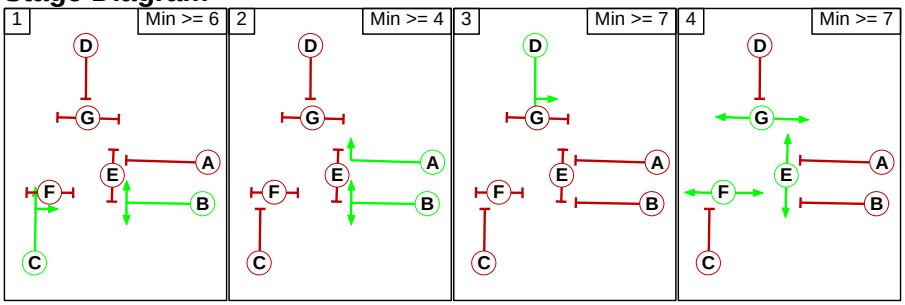
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	5	5	5	-	7
B	-		-	5	5	6	-
C	5	-		5	8	5	7
D	5	6	5		7	7	5
E	13	13	13	13		-	-
F	-	10	10	10	-		-
G	11	-	11	11	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B C
2	A B
3	D
4	E F G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	5	8
	2	5		5	7
	3	6	X		7
	4	13	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Market Street / Bartholomew Street Signlaised Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Market Street / Bartholomew Street Signlaised Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Market Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (Market Street Entry)	U	B	2	3	8.7	Geom	-	3.10	0.00	Y	Arm 3 Left	28.00
2/2 (Market Street Entry)	U	B A	2	3	2.6	Geom	-	3.10	0.00	Y	Arm 5 Right	18.00
3/1 (Bartholomew Street South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Bartholomew Street South Entry)	U	C	2	3	10.4	Geom	-	4.00	0.00	Y	Arm 1 Right Arm 5 Ahead	24.00 Inf
5/1 (Bartholomew Street North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bartholomew Street North Entry)	U	D	2	3	8.7	Geom	-	4.00	0.00	Y	Arm 1 Left Arm 3 Ahead	8.00 Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM + Development'	08:00	09:00	01:00	
2: '2026 PM + Development'	17:00	18:00	01:00	

Scenario 1: '2026 AM + Development' (FG1: '2026 AM + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	352	115	467
	B	343	0	459	802
	C	57	7	0	64
	Tot.	400	359	574	1333

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2026 AM + Development
Junction: Market Street / Bartholomew Street Signlaised Junction	
1/1	400
2/1 (with short)	467(In) 352(Out)
2/2 (short)	115
3/1	359
4/1	802
5/1	574
6/1	64

Lane Saturation Flows

Junction: Market Street / Bartholomew Street Signlaised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Market Street Entry)	3.10	0.00	Y	Arm 3 Left	28.00	100.0 %	1827	1827
2/2 (Market Street Entry)	3.10	0.00	Y	Arm 5 Right	18.00	100.0 %	1777	1777
3/1 (Bartholomew Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bartholomew Street South Entry)	4.00	0.00	Y	Arm 1 Right	24.00	42.8 %	1963	1963
				Arm 5 Ahead	Inf	57.2 %		
5/1 (Bartholomew Street North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bartholomew Street North Entry)	4.00	0.00	Y	Arm 1 Left	8.00	89.1 %	1727	1727
				Arm 3 Ahead	Inf	10.9 %		

Scenario 2: '2026 PM + Development' (FG2: '2026 PM + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	610	43	653
	B	122	0	298	420
	C	107	19	0	126
	Tot.	229	629	341	1199

Full Input Data And Results

Traffic Lane Flows

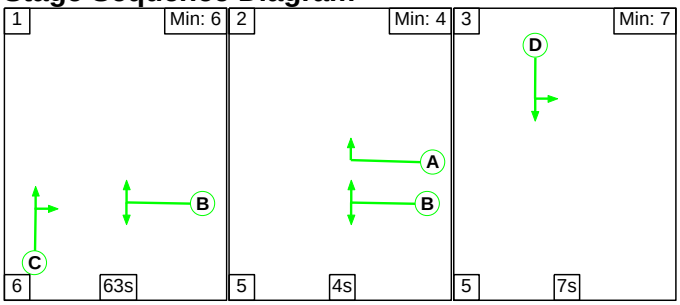
Lane	Scenario 2: 2026 PM + Development
Junction: Market Street / Bartholomew Street Signlaised Junction	
1/1	229
2/1 (with short)	653(In) 610(Out)
2/2 (short)	43
3/1	629
4/1	420
5/1	341
6/1	126

Lane Saturation Flows

Junction: Market Street / Bartholomew Street Signlaised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Market Street Entry)	3.10	0.00	Y	Arm 3 Left	28.00	100.0 %	1827	1827
2/2 (Market Street Entry)	3.10	0.00	Y	Arm 5 Right	18.00	100.0 %	1777	1777
3/1 (Bartholomew Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bartholomew Street South Entry)	4.00	0.00	Y	Arm 1 Right	24.00	29.0 %	1979	1979
				Arm 5 Ahead	Inf	71.0 %		
5/1 (Bartholomew Street North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bartholomew Street North Entry)	4.00	0.00	Y	Arm 1 Left	8.00	84.9 %	1738	1738
				Arm 3 Ahead	Inf	15.1 %		

Scenario 1: '2026 AM + Development' (FG1: '2026 AM + Development', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

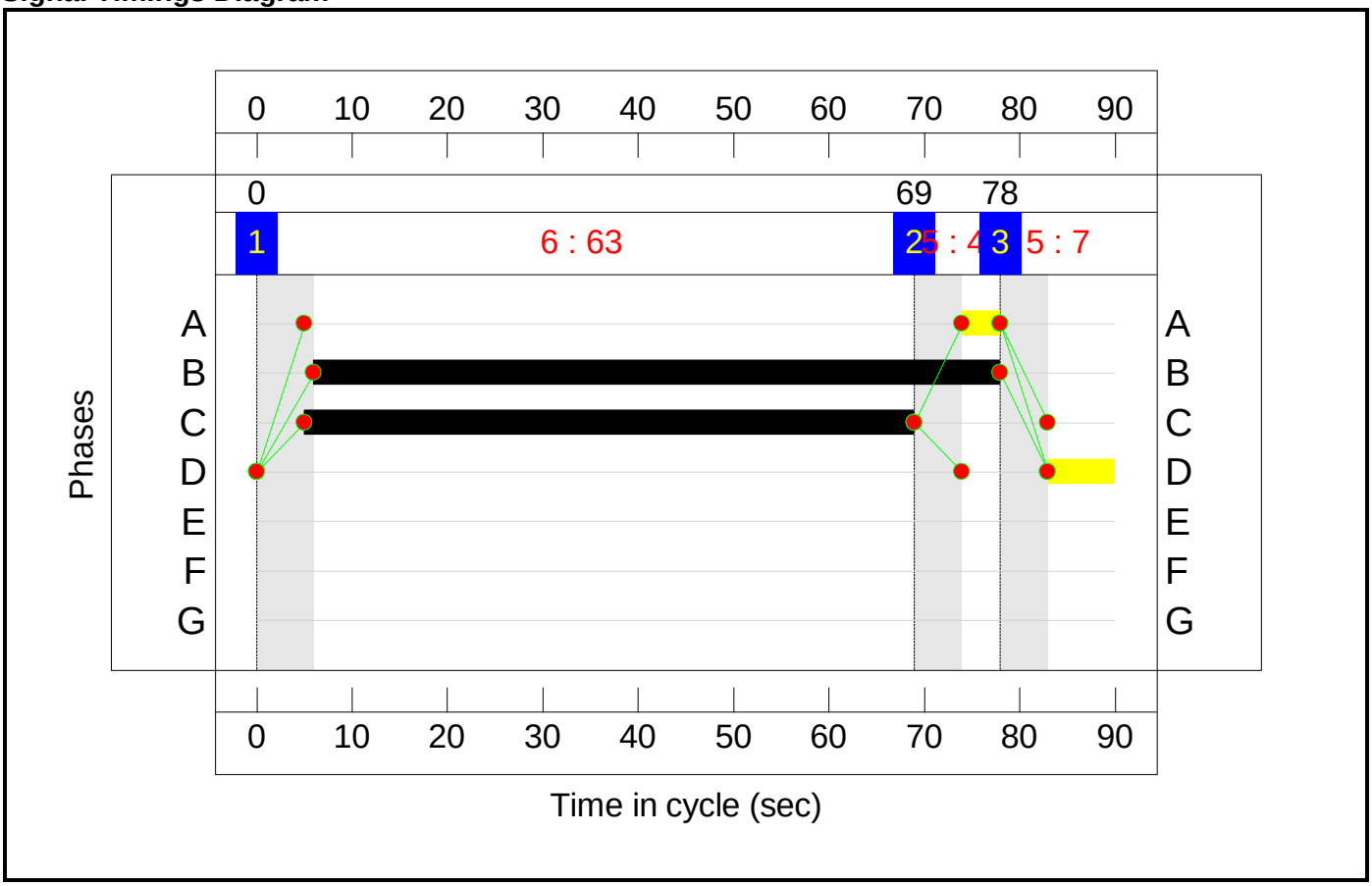


Full Input Data And Results

Stage Timings

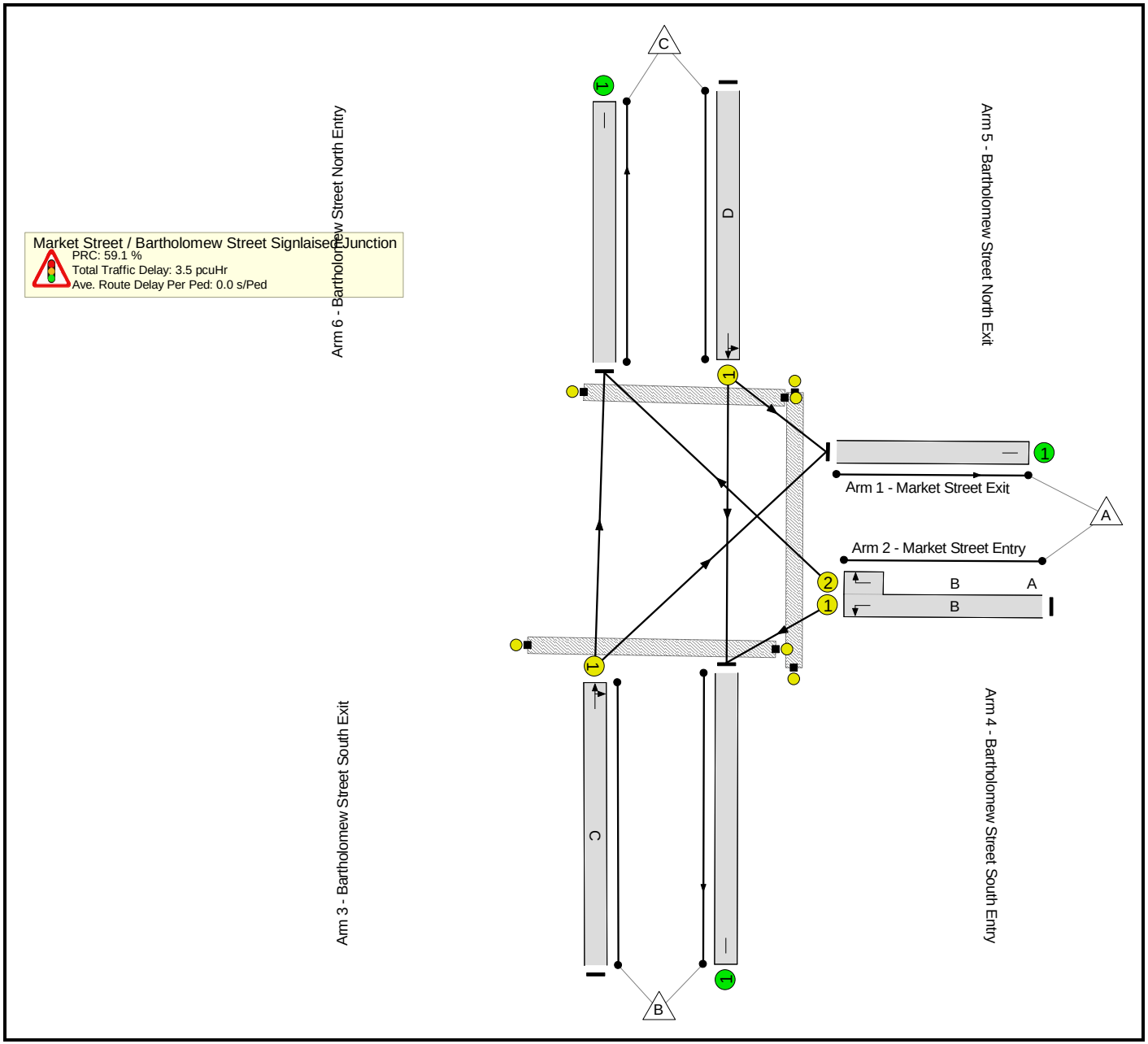
Stage	1	2	3
Duration	63	4	7
Change Point	0	69	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.6%**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.6%**
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	B	A	1	72	4	467	1827:1777	1144+374	30.8 : 30.8%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	C		1	64	-	802	1963	1418	56.6%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	D		1	7	-	64	1727	154	41.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		0	0	-	0	-	0	0.0%

Full Input Data And Results

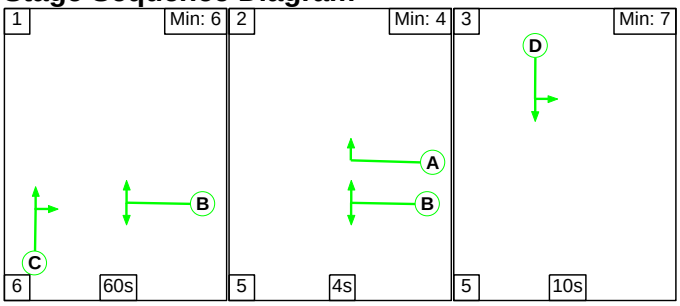
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**0**	**0**	**0**	**2.2**	**1.2**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**0**	**0**	**0**	**2.2**	**1.2**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
1/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	467	467	-	-	-	0.2	0.2	-	0.5	3.6	2.1	0.2	2.3
3/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	802	802	-	-	-	1.3	0.6	-	2.0	8.8	9.4	0.6	10.0
5/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	64	64	-	-	-	0.7	0.4	-	1.0	58.8	1.5	0.4	1.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 59.1 Total Delay for Signalled Lanes (pcuHr): 3.47 Cycle Time (s): 90
PRC Over All Lanes (%): 59.1 Total Delay Over All Lanes(pcuHr): 3.47

Full Input Data And Results

Scenario 2: '2026 PM + Development' (FG2: '2026 PM + Development', Plan 1: 'Network Control Plan 1')

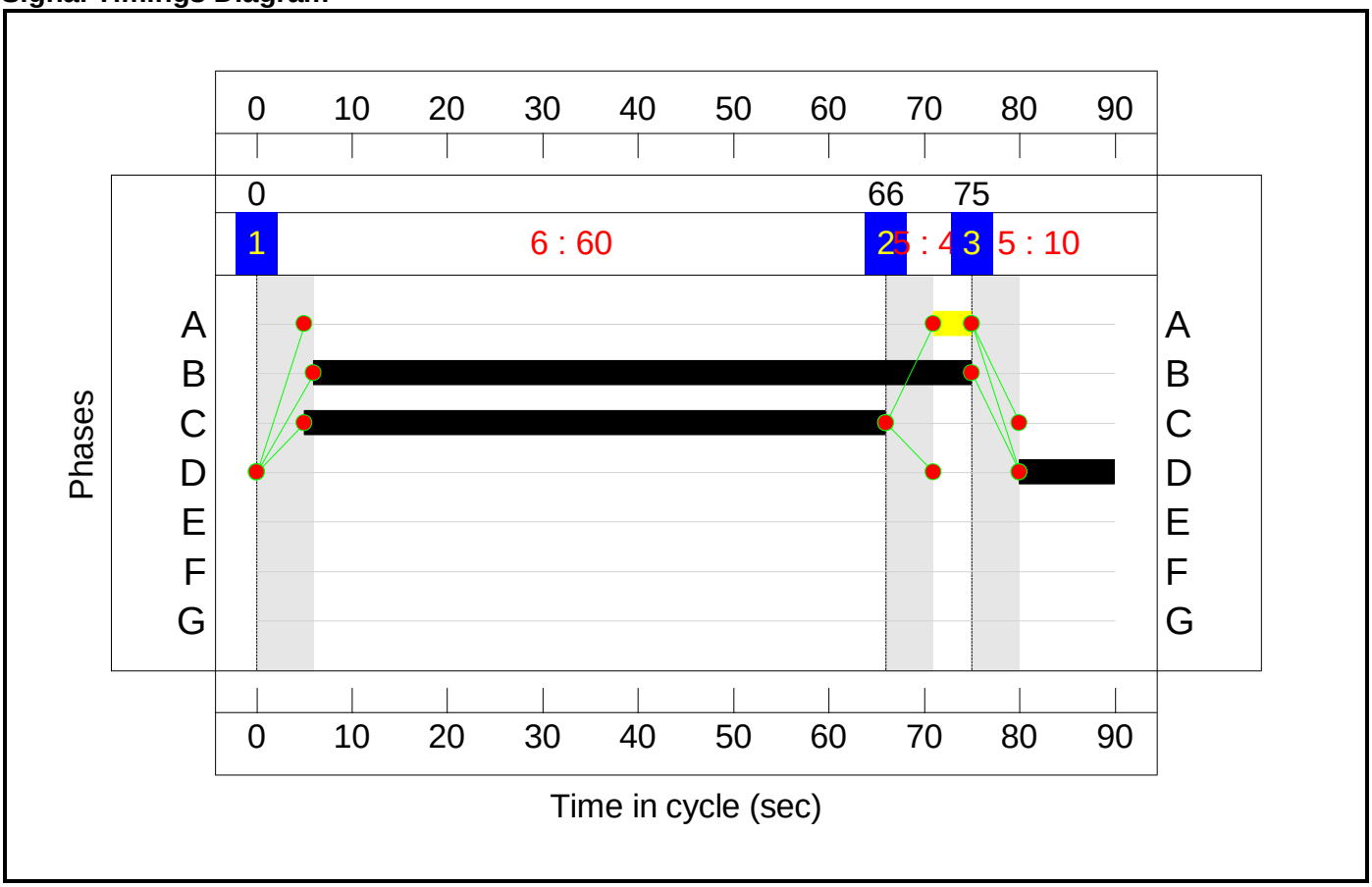
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	60	4	10
Change Point	0	66	75

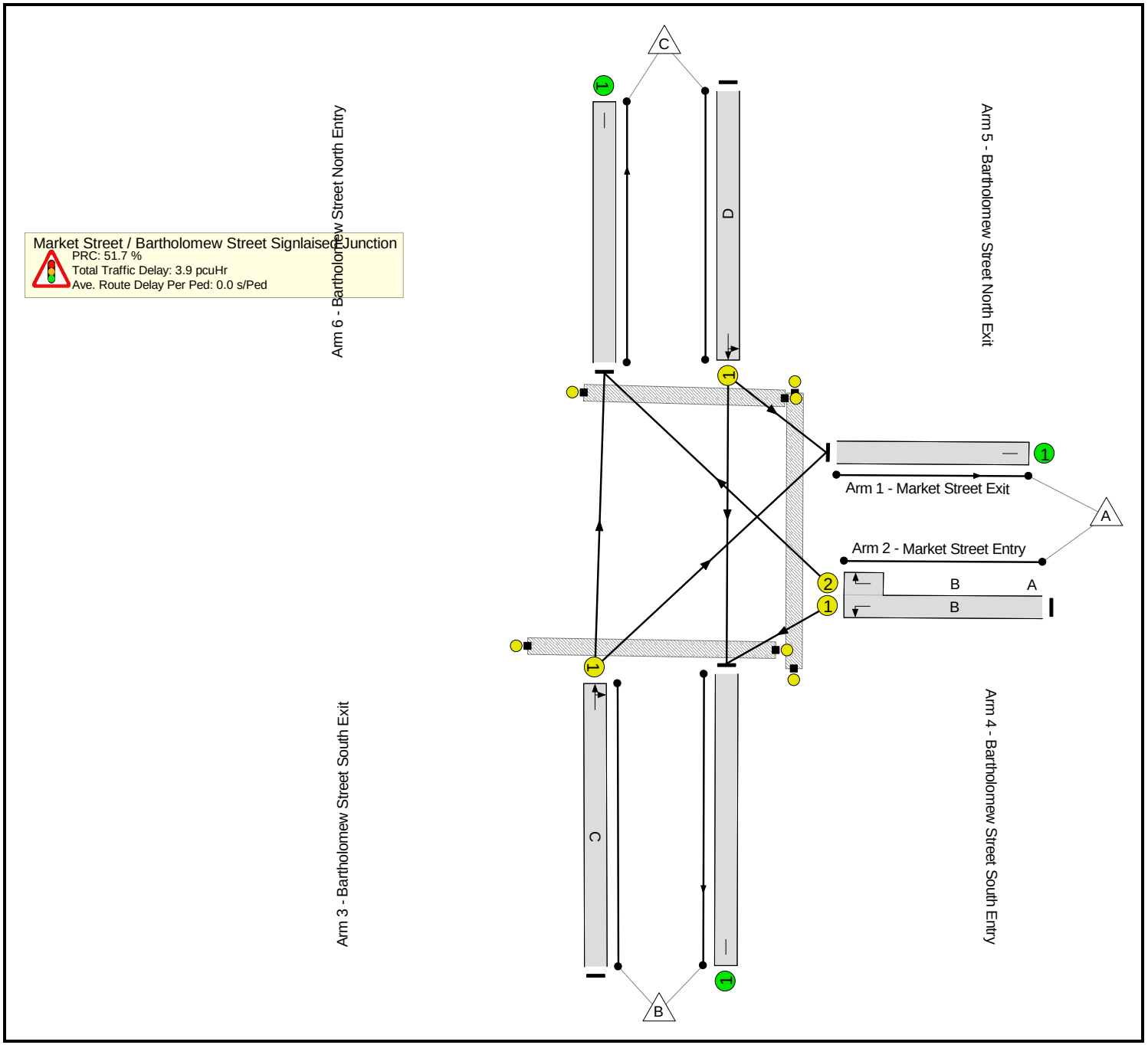
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.3%**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.3%**
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	B	A	1	69	4	653	1827:1777	1342+95	45.4 : 45.4%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	C		1	61	-	420	1979	1363	30.8%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	D		1	10	-	126	1738	212	59.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**0**	**0**	**0**	**2.6**	**1.4**	**0.0**	**3.9**	**-**	**-**	**-**	**-**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**0**	**0**	**0**	**2.6**	**1.4**	**0.0**	**3.9**	**-**	**-**	**-**	**-**
1/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	653	653	-	-	-	0.6	0.4	-	1.0	5.6	5.1	0.4	5.5
3/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	420	420	-	-	-	0.6	0.2	-	0.9	7.4	4.1	0.2	4.3
5/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	126	126	-	-	-	1.3	0.7	-	2.0	57.9	3.0	0.7	3.7
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

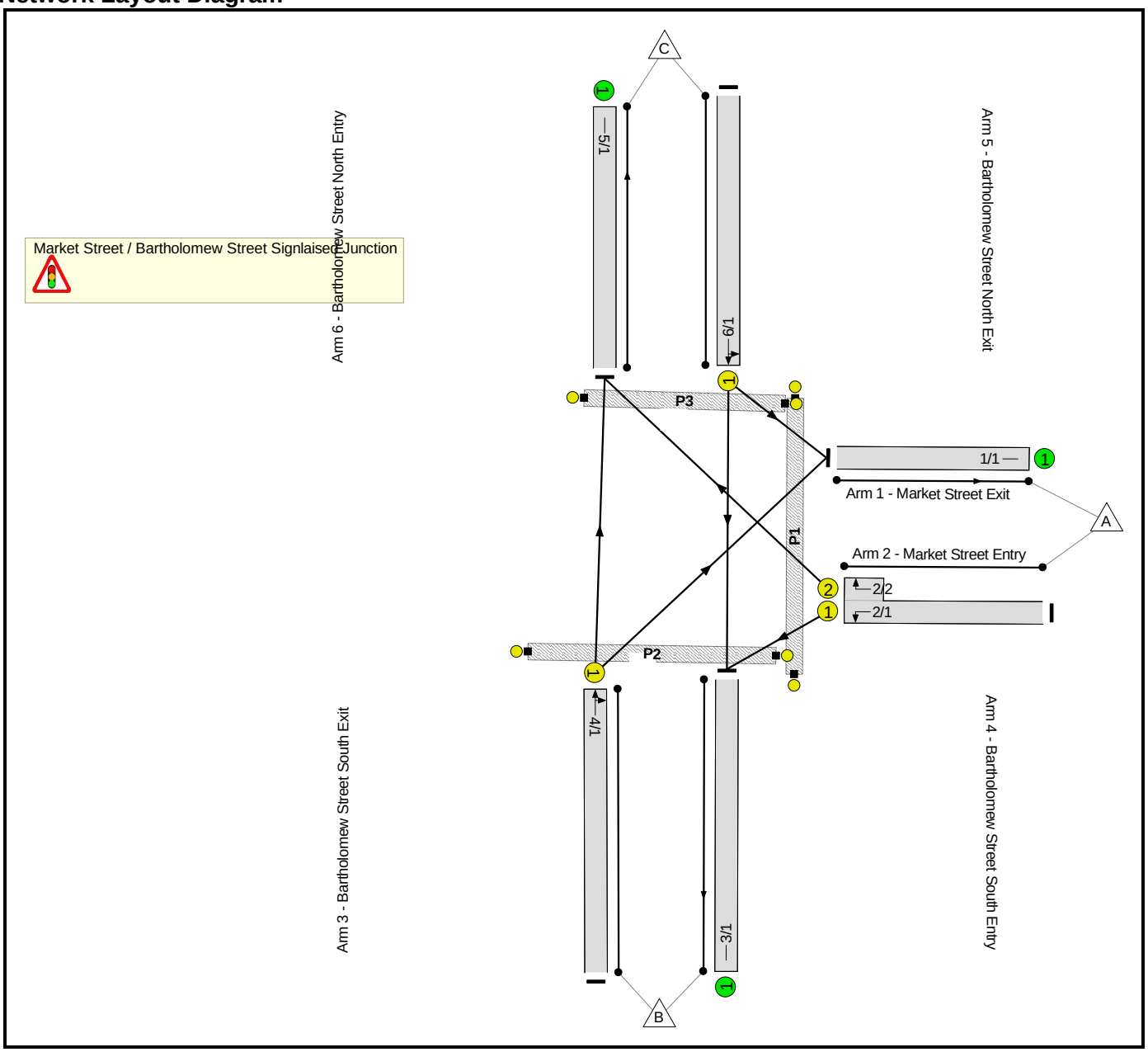
C1 PRC for Signalled Lanes (%): 51.7 Total Delay for Signalled Lanes (pcuHr): 3.91 Cycle Time (s): 90
PRC Over All Lanes (%): 51.7 Total Delay Over All Lanes(pcuHr): 3.91

Full Input Data And Results

User and Project Details

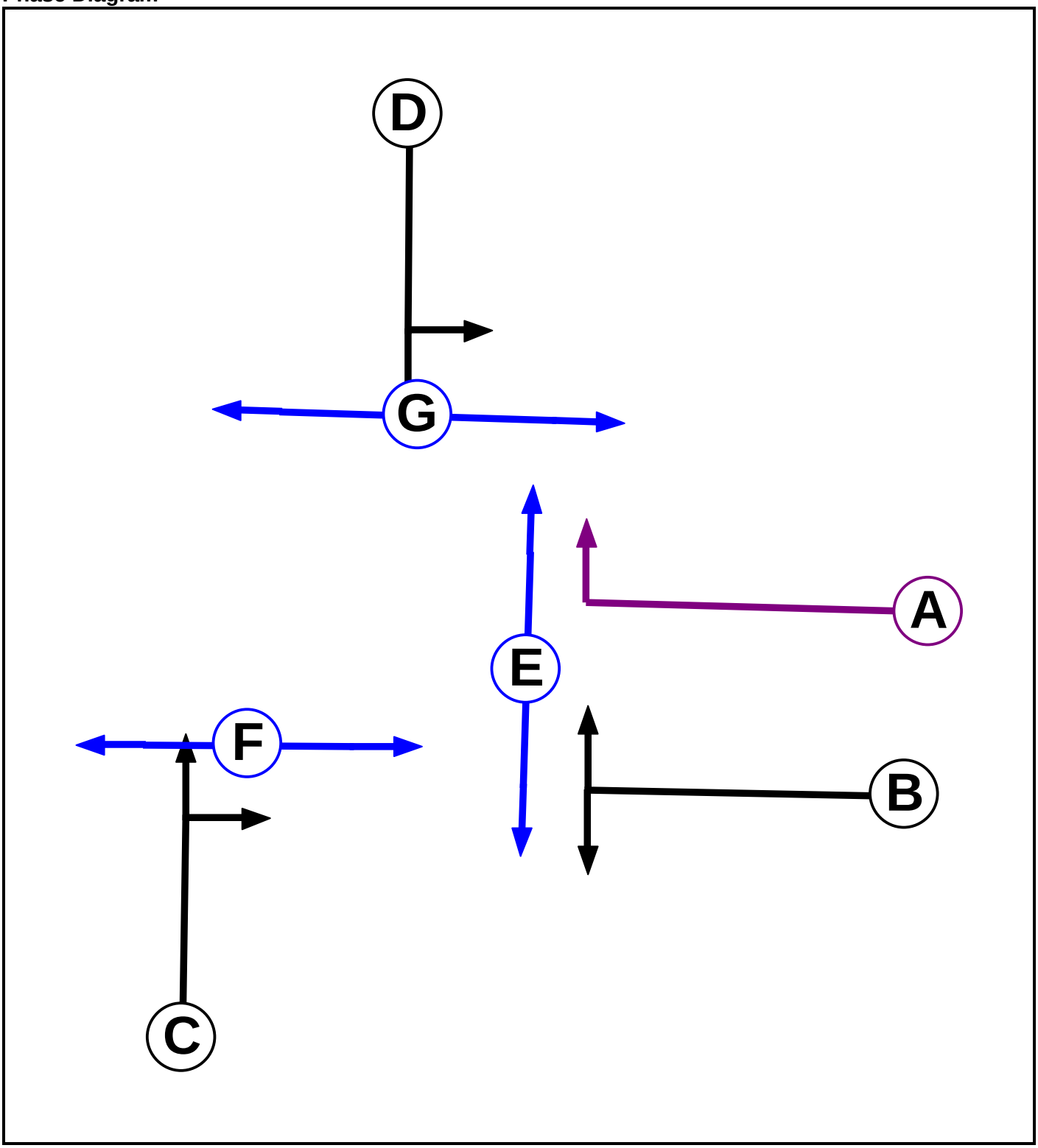
Project:	**Kennet Centre, Newbury**
Title:	**Bartholomew Street / Market Street Signalised Junction**
Location:	Newbury
Client:	Lochailort Newbury Ltd
Additional detail:	
File name:	Bartholomew Street, Market Street Signalised Junction.lsg3x
Author:	Jack Wellings
Company:	Waterman Infrastructure and Environment
Address:	5th Floor, One Cornwall Street, Birmingham, B3 2DX

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Ind. Arrow	B	4	4
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

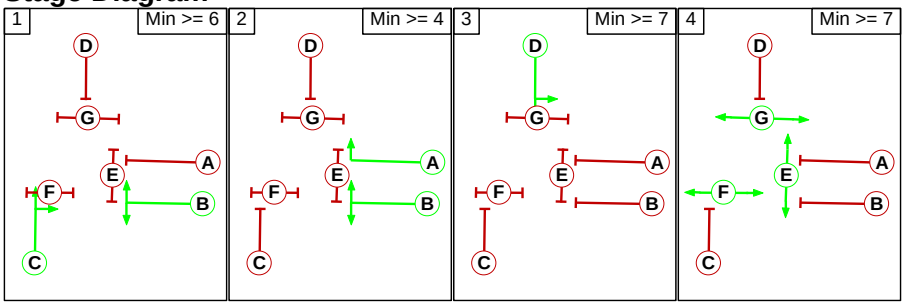
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	5	5	5	-	7
B	-		-	5	5	6	-
C	5	-		5	8	5	7
D	5	6	5		7	7	5
E	13	13	13	13		-	-
F	-	10	10	10	-		-
G	11	-	11	11	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B C
2	A B
3	D
4	E F G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	5	8
	2	5		5	7
	3	6	X		7
	4	13	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Market Street / Bartholomew Street Signlaised Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Market Street / Bartholomew Street Signlaised Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Market Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (Market Street Entry)	U	B	2	3	8.7	Geom	-	3.10	0.00	Y	Arm 3 Left	28.00
2/2 (Market Street Entry)	U	B A	2	3	2.6	Geom	-	3.10	0.00	Y	Arm 5 Right	18.00
3/1 (Bartholomew Street South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Bartholomew Street South Entry)	U	C	2	3	10.4	Geom	-	4.00	0.00	Y	Arm 1 Right Arm 5 Ahead	24.00 Inf
5/1 (Bartholomew Street North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bartholomew Street North Entry)	U	D	2	3	8.7	Geom	-	4.00	0.00	Y	Arm 1 Left Arm 3 Ahead	8.00 Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM + Development'	08:00	09:00	01:00	
2: '2026 PM + Development'	17:00	18:00	01:00	

Scenario 1: '2026 AM + Development' (FG1: '2026 AM + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	352	115	467
	B	343	0	459	802
	C	57	7	0	64
	Tot.	400	359	574	1333

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2026 AM + Development
Junction: Market Street / Bartholomew Street Signlaised Junction	
1/1	400
2/1 (with short)	467(In) 352(Out)
2/2 (short)	115
3/1	359
4/1	802
5/1	574
6/1	64

Lane Saturation Flows

Junction: Market Street / Bartholomew Street Signlaised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Market Street Entry)	3.10	0.00	Y	Arm 3 Left	28.00	100.0 %	1827	1827
2/2 (Market Street Entry)	3.10	0.00	Y	Arm 5 Right	18.00	100.0 %	1777	1777
3/1 (Bartholomew Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bartholomew Street South Entry)	4.00	0.00	Y	Arm 1 Right	24.00	42.8 %	1963	1963
				Arm 5 Ahead	Inf	57.2 %		
5/1 (Bartholomew Street North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bartholomew Street North Entry)	4.00	0.00	Y	Arm 1 Left	8.00	89.1 %	1727	1727
				Arm 3 Ahead	Inf	10.9 %		

Scenario 2: '2026 PM + Development' (FG2: '2026 PM + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	610	43	653
	B	122	0	298	420
	C	107	19	0	126
	Tot.	229	629	341	1199

Full Input Data And Results

Traffic Lane Flows

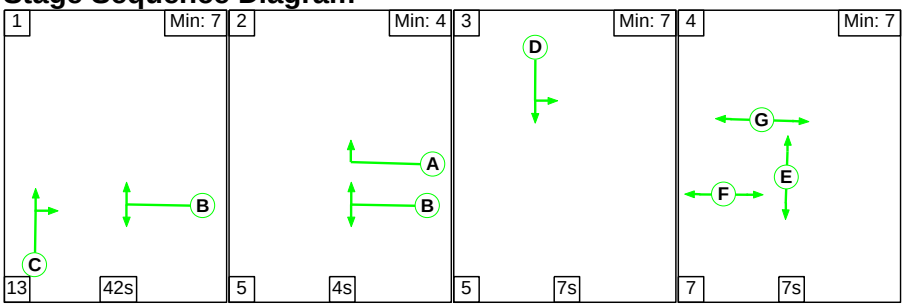
Lane	Scenario 2: 2026 PM + Development
Junction: Market Street / Bartholomew Street Signlaised Junction	
1/1	229
2/1 (with short)	653(In) 610(Out)
2/2 (short)	43
3/1	629
4/1	420
5/1	341
6/1	126

Lane Saturation Flows

Junction: Market Street / Bartholomew Street Signlaised Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Market Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Market Street Entry)	3.10	0.00	Y	Arm 3 Left	28.00	100.0 %	1827	1827
2/2 (Market Street Entry)	3.10	0.00	Y	Arm 5 Right	18.00	100.0 %	1777	1777
3/1 (Bartholomew Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bartholomew Street South Entry)	4.00	0.00	Y	Arm 1 Right	24.00	29.0 %	1979	1979
				Arm 5 Ahead	Inf	71.0 %		
5/1 (Bartholomew Street North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bartholomew Street North Entry)	4.00	0.00	Y	Arm 1 Left	8.00	84.9 %	1738	1738
				Arm 3 Ahead	Inf	15.1 %		

Scenario 1: '2026 AM + Development' (FG1: '2026 AM + Development', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

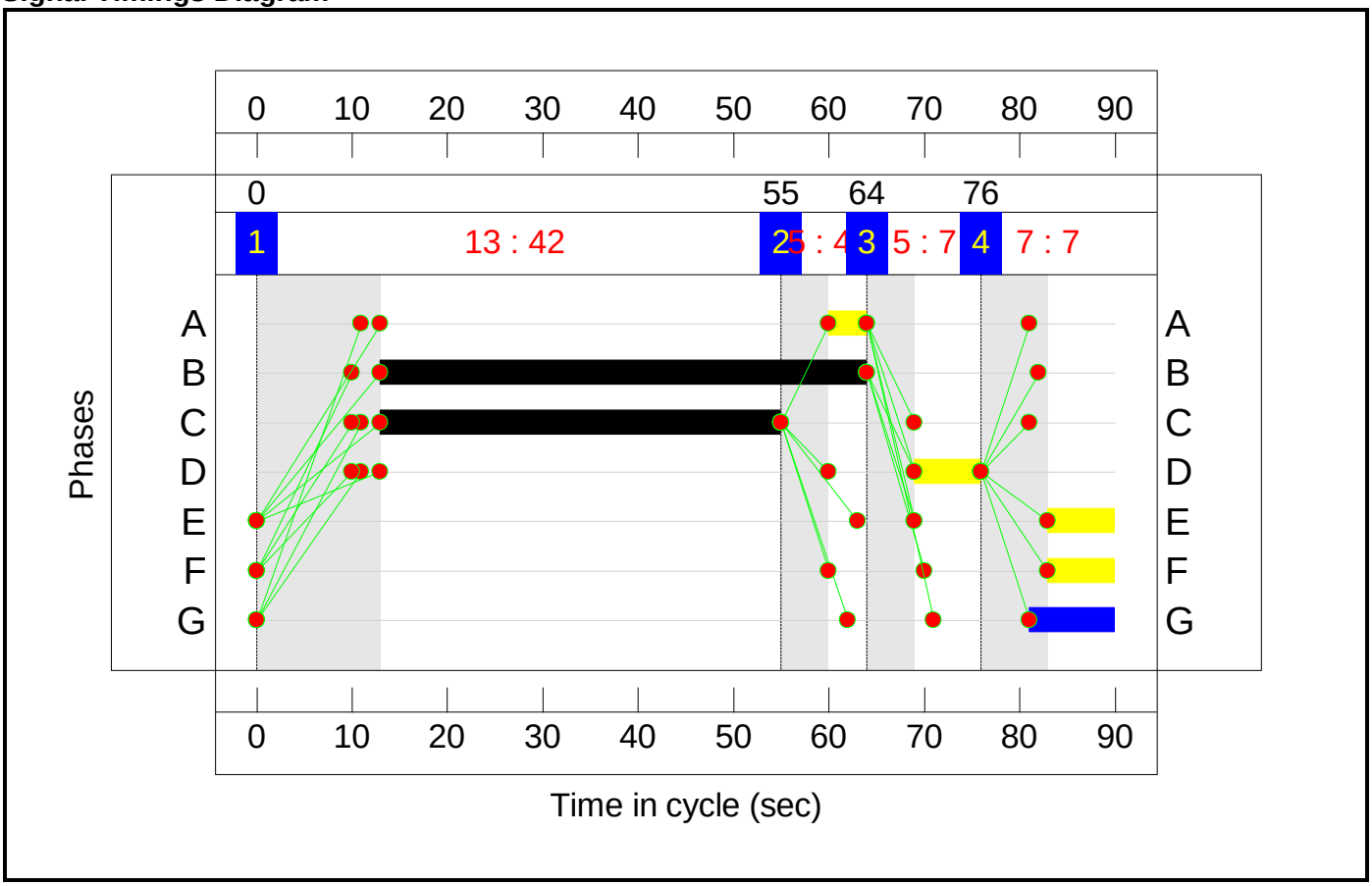


Full Input Data And Results

Stage Timings

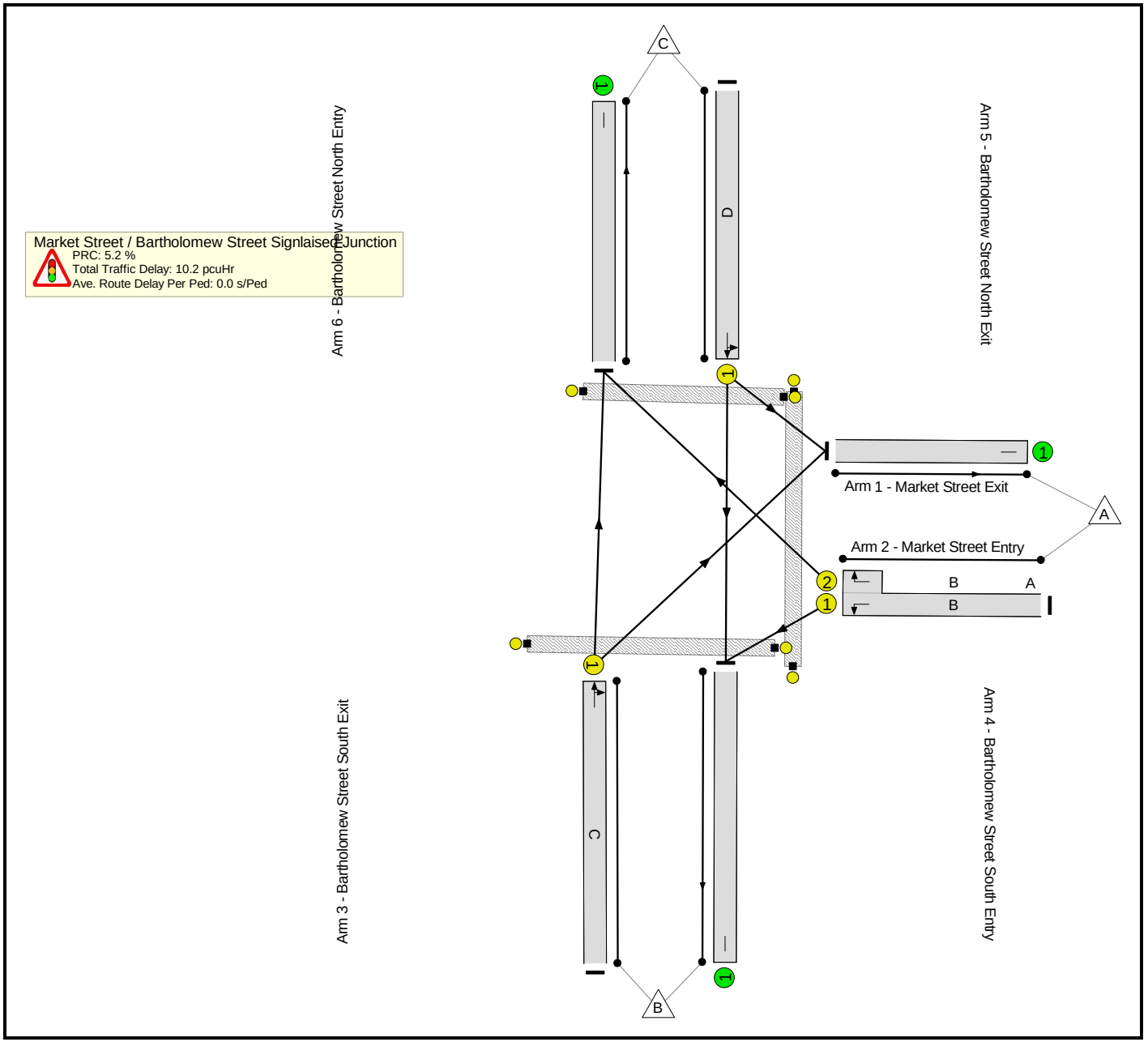
Stage	1	2	3	4
Duration	42	4	7	7
Change Point	0	55	64	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	B	A	1	51	4	467	1827:1777	825+270	42.6 : 42.6%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	C		1	42	-	802	1963	938	85.5%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	D		1	7	-	64	1727	154	41.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**0**	**0**	**0**	**6.6**	**3.6**	**0.0**	**10.2**	**-**	**-**	**-**	**-**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**0**	**0**	**0**	**6.6**	**3.6**	**0.0**	**10.2**	**-**	**-**	**-**	**-**
1/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	467	467	-	-	-	1.3	0.4	-	1.7	12.7	5.4	0.4	5.7
3/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	802	802	-	-	-	4.6	2.8	-	7.5	33.5	17.6	2.8	20.4
5/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	64	64	-	-	-	0.7	0.4	-	1.0	58.8	1.5	0.4	1.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 5.2
PRC Over All Lanes (%): 5.2

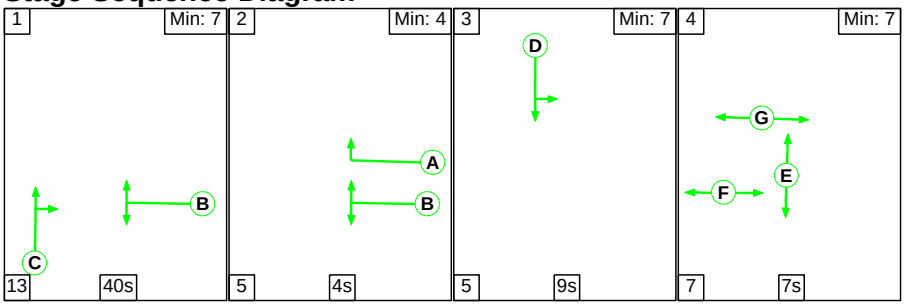
Total Delay for Signalled Lanes (pcuHr): 10.15
Total Delay Over All Lanes(pcuHr): 10.15

Cycle Time (s): 90

Full Input Data And Results

Scenario 2: '2026 PM + Development' (FG2: '2026 PM + Development', Plan 1: 'Network Control Plan 1')

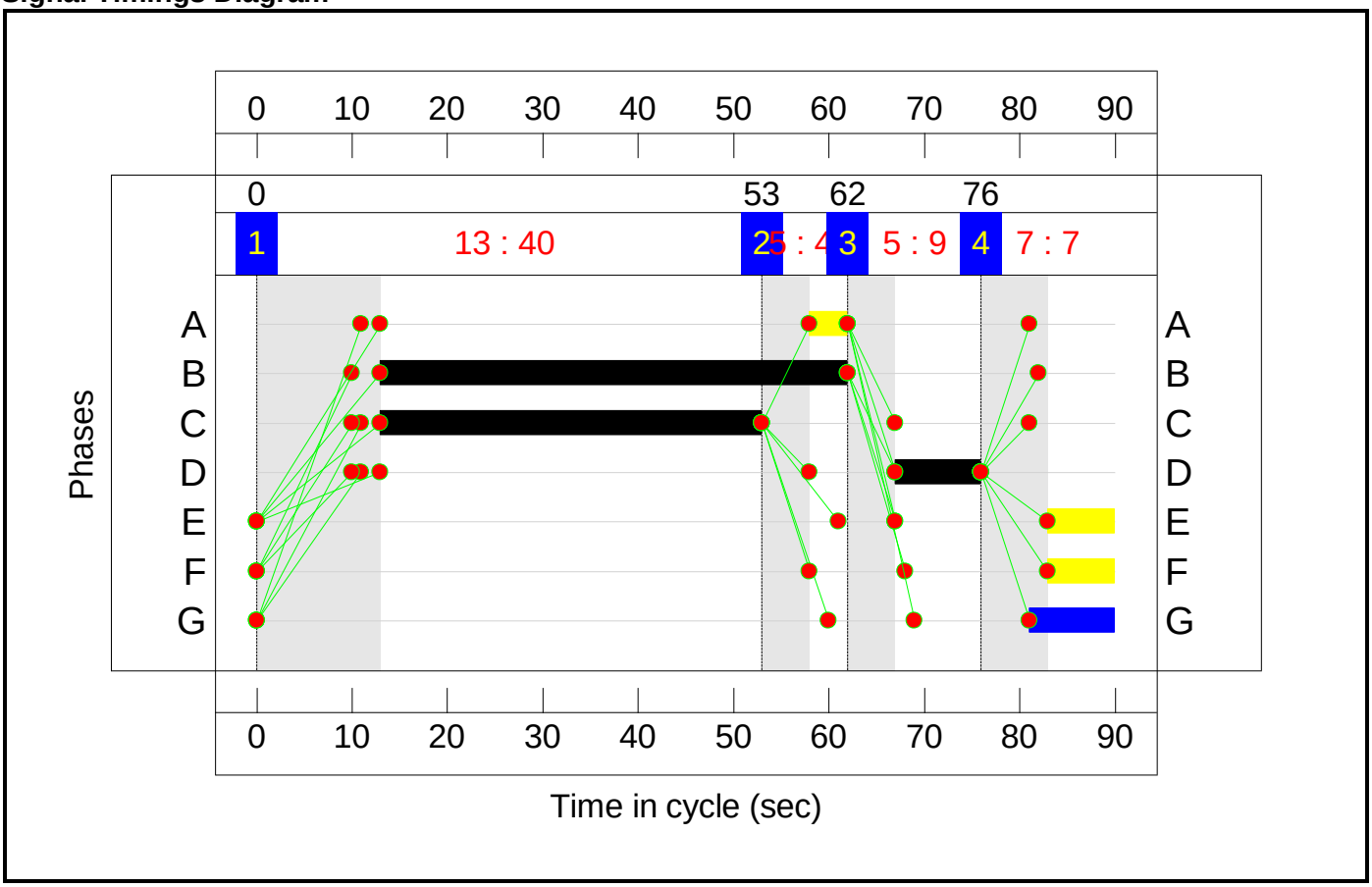
Stage Sequence Diagram



Stage Timings

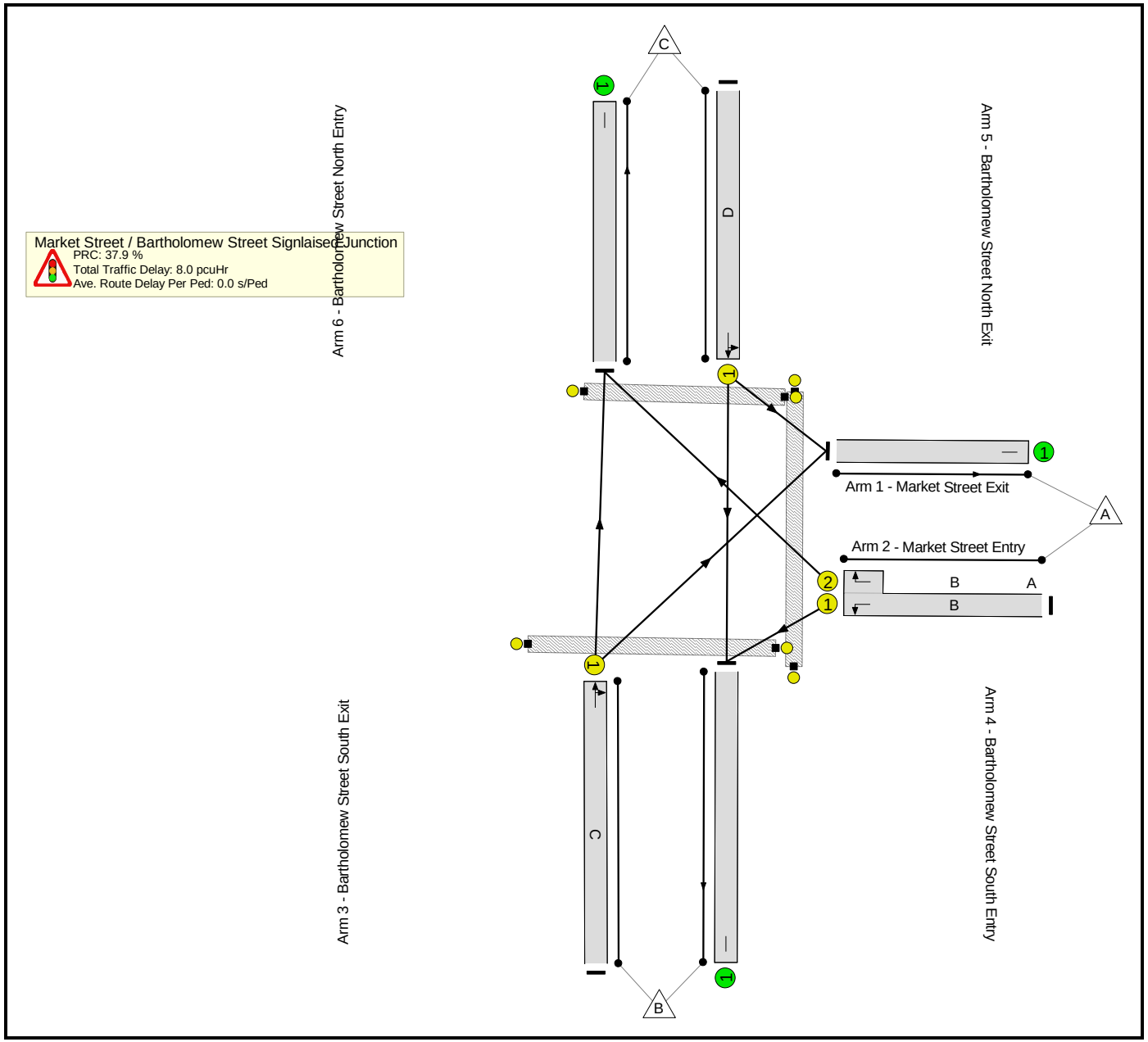
Stage	1	2	3	4
Duration	40	4	9	7
Change Point	0	53	62	76

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
1/1	Market Street Exit	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
2/1+2/2	Market Street Entry Left Right	U	N/A	N/A	B	A	1	49	4	653	1827:1777	964+68	63.3 : 63.3%
3/1	Bartholomew Street South Exit	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
4/1	Bartholomew Street South Entry Right Ahead	U	N/A	N/A	C		1	40	-	420	1979	902	46.6%
5/1	Bartholomew Street North Exit	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/1	Bartholomew Street North Entry Left Ahead	U	N/A	N/A	D		1	9	-	126	1738	193	65.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Bartholomew Street / Market Street Signalised Junction	**-**	**-**	**0**	**0**	**0**	**5.7**	**2.2**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
Market Street / Bartholomew Street Signlaised Junction	**-**	**-**	**0**	**0**	**0**	**5.7**	**2.2**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
1/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	653	653	-	-	-	2.4	0.9	-	3.3	18.1	10.7	0.9	11.6
3/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	420	420	-	-	-	2.0	0.4	-	2.4	20.7	7.2	0.4	7.7
5/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	126	126	-	-	-	1.3	0.9	-	2.3	64.5	3.0	0.9	3.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

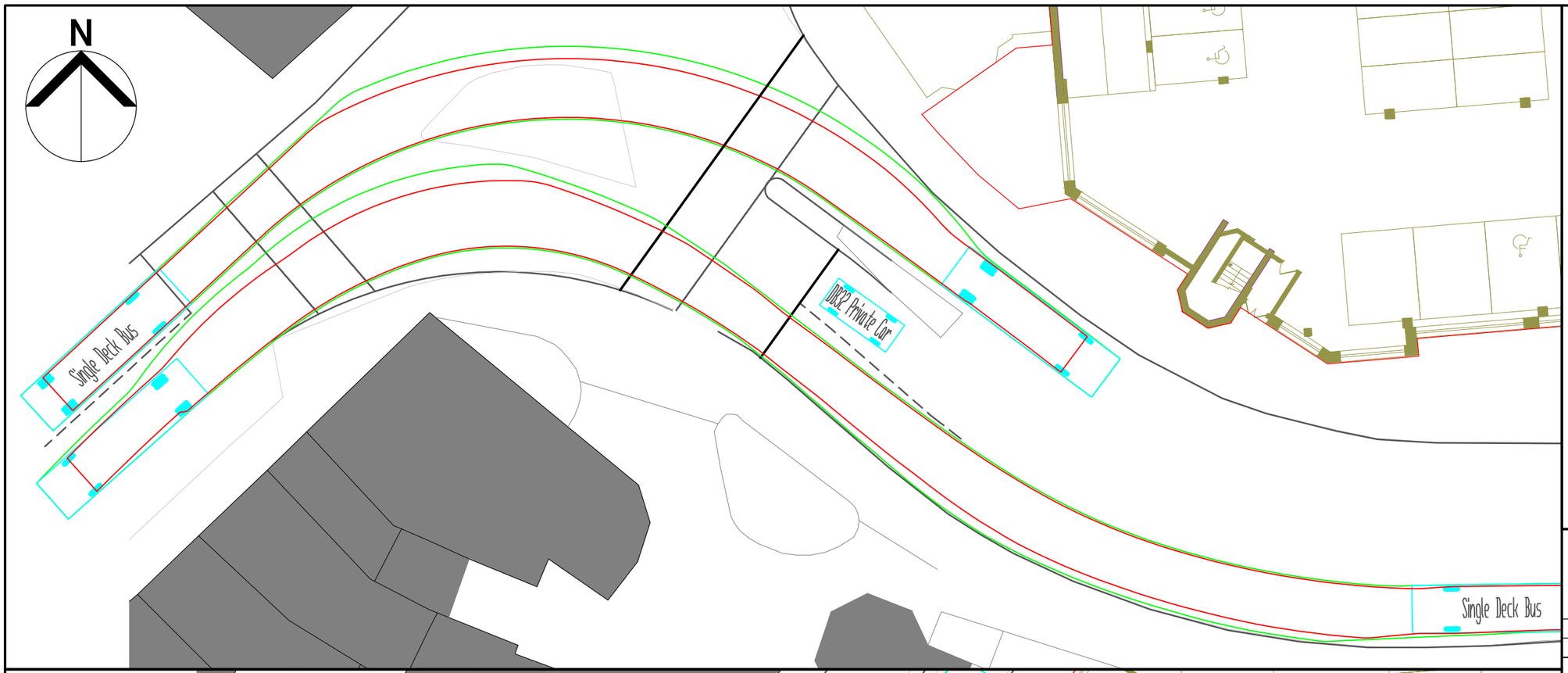
C1

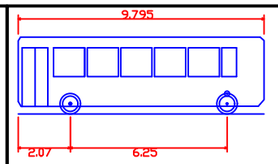
PRC for Signalled Lanes (%): 37.9
PRC Over All Lanes (%): 37.9

Total Delay for Signalled Lanes (pcuHr): 7.95
Total Delay Over All Lanes(pcuHr): 7.95

Cycle Time (s): 90

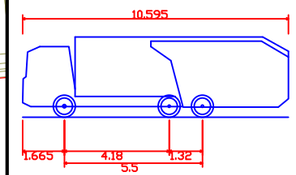
D. Bartholomew Street / Market Street Vehicle Tracking





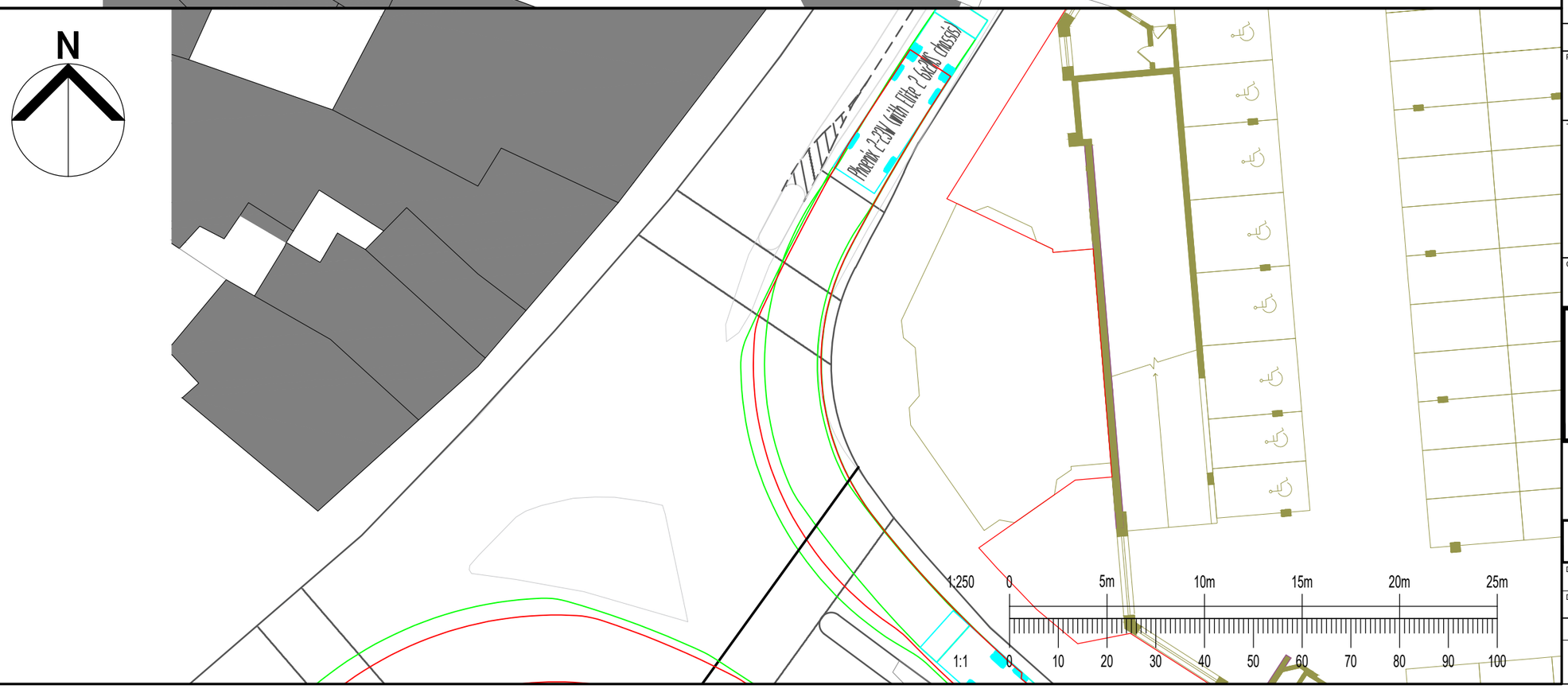
Single Deck Bus

Overall Length	9.795m
Overall Width	2.500m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.111m



Phoenix 2-23W (with Elite 2 6x2MS chas

Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m



Rev	Date	Description	By	Chk
P02	21.11.23	TRACKING ADJUSTED	CW	DW
P01	17.11.23	ISSUED	JW	DW

Amendments

Project

EAGLE QUARTER II, NEWBURY

Title

BARTHOLOMEW STREET / MARKET STREET SIGNALISED JUNCTION AUTOTRACK ASSESSMENT

Client

LOCHAILORT NEWBURY LTD

waterman

5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

INFORMATION S2

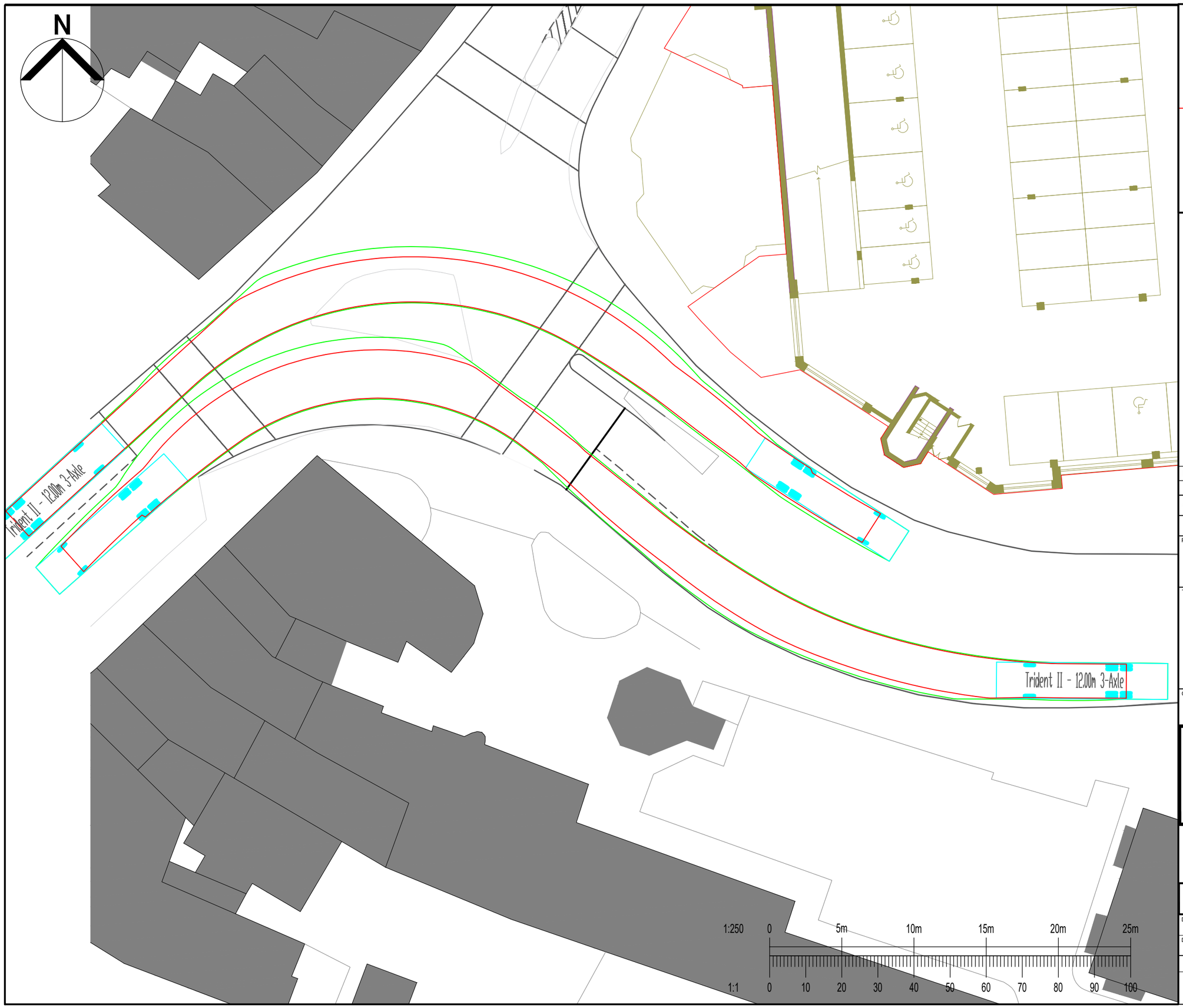
Designed By: PD	Director: DW	Waterman Ref: WIE18916	
Drawn By: JW	Date: NOVEMBER 2023	Scales @ A3: 1:250	

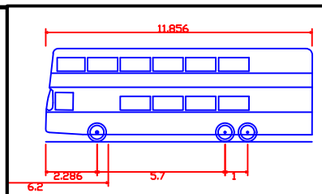
Project - Originator - Volume - Level - Type - Role - Number: 18916-WIE-RD-01-DR-C-06015 P02

Revision: P02

File Path \\waterman-consulting.com\legacyfile\LNCS_WIE\Projects\WIE18916\100\7_CAD\06 - HIGHWAYS\

20011_Newbury_Eagle Qarter_P0-100_P12_Proposed Site Plan - Ground Floor, A3-Wat-ISO-S, Proposed Barthomolmew Street Improvements





Trident II - 12.00m 3-Axle

Overall Length	11.856m
Overall Width	2.496m
Overall Body Height	4.140m
Min Body Ground Clearance	0.311m
Track Width	2.363m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev	Date	Description	By	Chk
P02	21.11.23	TRACKING ADJUSTED	CW	DW
P01	17.11.23	ISSUED	JW	DW

Amendments

Project

EAGLE QUARTER II, NEWBURY

Title

BARTHOLOMEW STREET / MARKET STREET SIGNALISED JUNCTION AUTOTRACK ASSESSMENT

Client

LOCHAILORT NEWBURY LTD

waterman

5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

INFORMATION S2

Designed By: PD	Director: DW	Waterman Ref: WIE18916
Drawn By: JW	Date: NOVEMBER 2023	Scales @ A3: 1:250

Project - Originator - Volume - Level - Type - Role - Number: 18916-WIE-RD-01-DR-C-06016 P02

Revision: P02

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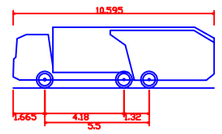
20011_Newbury_Eagle Qarter_P0-100_P12_Proposed Site Plan - Ground Floor, A3-Wat-ISO-S, Proposed Barthomolmew Street Improvements

E. Refuse Vehicle Tracking



Phoenix 2-23W (with Elite 2 6x2MS chassis)

Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

Rev	Date	Description	By	Chk
P03	21.11.23	LARGER REFUSE VEHICLE TRACKED	CW	DW
P02	07.09.23	AMENDMENT TO PROPOSED SITE LAYOUT	JW	DW
P01	04.09.23	ISSUED	JW	DW

Amendments

Project

EAGLE QUARTER II, NEWBURY

Title

SERVICE AREAS
10m RIGID VEHICLE
SWEPT PATH ANALYSIS

Client

LOCHAILORT NEWBURY LTD

waterman

5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

INFORMATION S2

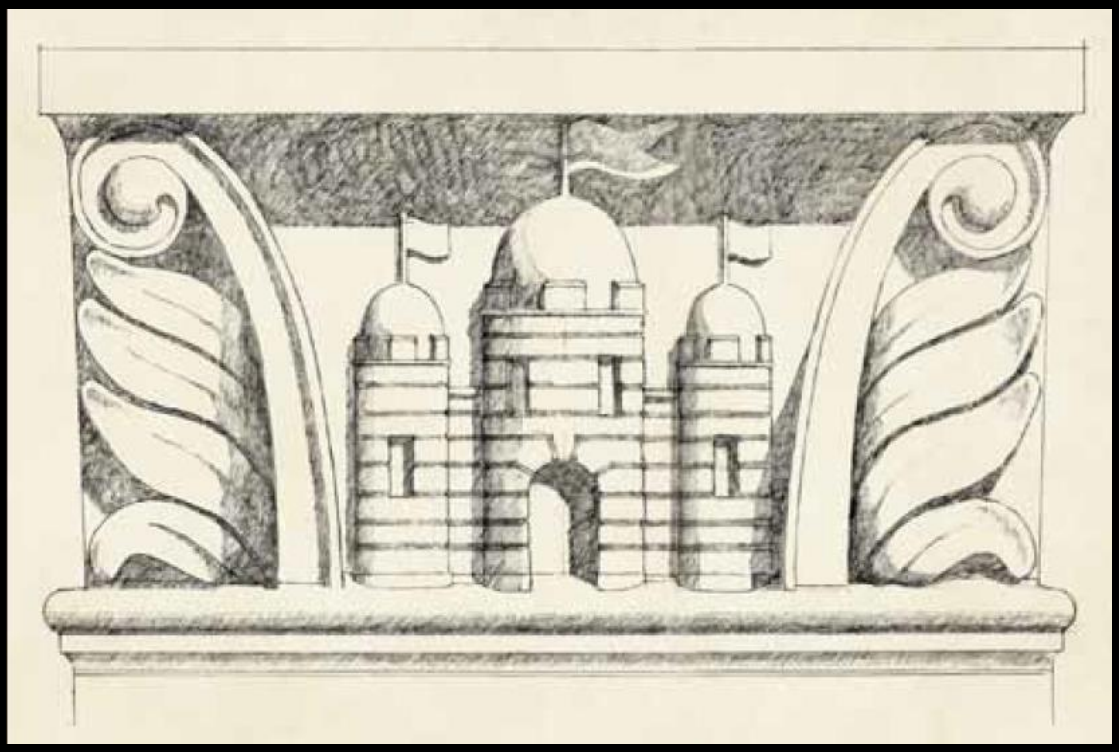
Designed By: PD	Director: DW	Waterman Ref: WIE18916	
Drawn By: JW	Date: September 2023	Scales @ A3: 1:500m & 1:1000m	

Project - Originator - Volume - Level - Type - Role - Number: 18916-WIE-RD-01-DR-C-06004

Revision: P03

File Path: \\waterman-consulting.com\legacy\file\LNCS_WIE\Projects\WIE18916\100\7_CAD\06 - HIGHWAYS\

F. Framework Servicing & Management Plan



EAGLE QUARTER II NEWBURY

FRAMEWORK SERVICING AND MANAGEMENT PLAN

December 2023

LOCHAILORT

CONTENTS

1. Introduction

1.1. This illustrative *Framework Servicing & Management Plan* is intended to provide an understanding of how a mixed-use development that includes a significant element of *Build to Rent* accommodation in addition to commercial and employment uses is managed from a practical point of view.

1.2. *Eagle Quarter II* will contain a mix of studio, one-bedroom, two-bedroom and three- bedroom apartments together with an array of high-quality dedicated residents' facilities, car and cycle parking, and back-of-house support functions. Cumulatively this non-lettable floorspace will occupy just over one third of the entire residential element and consequently, this document provides an overview of how these facilities could be managed by the site operator.

1.3. The new pedestrianised streets within the development will be fronted by a mix of ground floor commercial units, small in size and flexible in nature to particularly appeal to local, independent and artisan businesses. The public realm has been designed to allow these uses to spill out into the street, creating a vibrant, lively and interesting place to explore and enjoy. How these commercial premises can be serviced, and the public realm managed, is also explored in this statement.

1.4. This document is not intended to be prescriptive but rather, illustrates a likely management regime based on other *Build to Rent* and major mixed-use developments operating elsewhere in the UK. It builds on Lochailort's experience with its 315-apartment *Thames Quarter* scheme in Reading. Ultimately though it is for the site operator to monitor and respond to occupier requirements, unforeseen circumstances and other operational matters once the development is occupied. Nonetheless, this *Framework Servicing & Management Plan* gives a flavour of how key operations such as servicing, move-in/ move-out, refuse management, security, the public realm and the mixed commercial space in its various forms might be managed.

RESDIENTIAL

2. Concierge

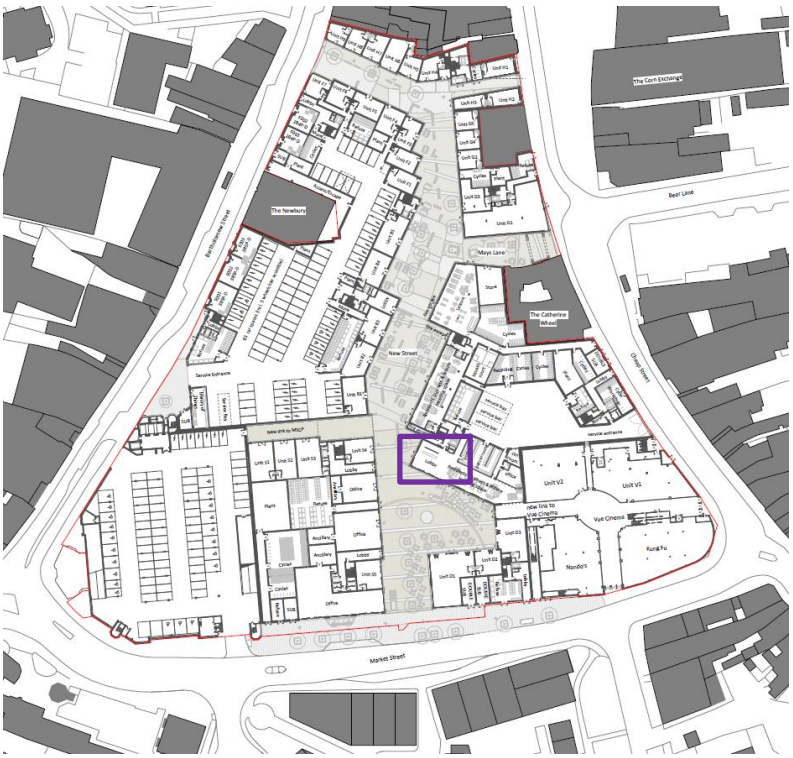
2.1. The concierge is the "face" of the *Build to Rent* element, providing regular interaction with occupiers and a welcome point for their visitors. Prominently located facing the development's new public square, the concierge will:

- Provide a personal, friendly meet & greet service to all residents and their visitors
- Provide access to and keep a log of non-residents, who will be required to sign-in and will be issued with a temporary pass to allow appropriate limited lift access to the relevant floor
- Take internet deliveries for residents and organise the post room for all residents
- Manage the diary of bookable communal rooms
- Provide an up-to-date noticeboard of activities and announcements
- Keep an up-to-date supply of local information, such as train timetables or events in the *Corn Exchange*
- Be the residents' primary point of contact for questions or comments
- Keep a log of residents' comments/commendations/complaints
- Alert the Building Manager to any element of the building which requires attention
- Manage the business space including ad-hoc print & copy, wifi access etc
- Carry out general facilities management duties

2.2 The Concierge can provide residents with assistance in relation to their apartment, such as:

- Logging and tracking maintenance requests
- Advising on the operation of white goods or the building's wider facilities
- Dealing with rent questions or lease extensions

2.2. Managing bookings for the various onsite residents' facilities is dealt with by the Concierge; see ***Section 5***.



3. Security

3.1. It is intended that the building be secured by way of an integrated CCTV system, monitor 24 hours a day. CCTV cameras would be mounted at:

- The entrance to the two covered service yards
- At the Market Street, Bartholomew Street, Market Place and Cheap Street public entrances into the development
- In the Bartholomew Street residents' car park
- At the main entrance
- Within all the cycle stores
- In the communal areas (both indoor and outdoor) set out in ***Section 5.0***
- The lift openings on all floors

3.2. The building will be accessible **via the main Concierge entrance** in Block A, and **for residents only** using the security key fobs via the secondary entrances at:

- Block B entrance, on the development's new pedestrianised street
- Block C entrance, Cheap Street
- Block D entrance, Market Street
- Block S entrance, Market Street
- Block E entrance, Bartholomew Street
- Block F entrance, Bartholomew Street
- Block G entrance, Market Place
- Block H entrance, Market Place

3.3. With the exception of the main entrance, all other entry points will be strictly fob-access only. The main entrance doors will be key fob operated during the hours of darkness, with guests

using an externally-mounted intercom to request access from the security staff during this time.

3.4. The lift and stairs will be subject to key fob access control, preventing access to any floor which the keyholder does not live on or on which no residents' facilities are located.

3.5. Access to staircases will be *downwards only* preventing uncontrolled access via the stairwells to upper floors to which residents or their guests have no key fob access.

4. Other staffing

4.1. *Building Facilities Manager*

The senior member of staff who oversees all aspects of the building's management and maintenance including the following areas:

- Directing, coordinating and planning essential services such as reception, security, maintenance, mail, cleaning, waste disposal and recycling
- Organising staffing timetables
- Health & Safety accountabilities
- Booking of external service companies
- Maintenance quality control
- Producing a monthly report of activities for the building owners
- Ensuring maximum of 60 people on each communal terrace where there is one escape route (Block A level 6, Block B Levels 4 and 6, and Block S Level 6).
- Ensuring the layout of communal roof terraces and furniture is such that hot smoke being exhausted from the spoke shaft cannot ignite any furniture.

4.2. Based within the building, the Building Facilities Manager is likely to work a standard working week but be on-call 24 hours a day in case of emergency or any other urgent issue which arise, such as plant failure or fire alarm activation.

4.3. *Security/Night Guard*

The security staff are based at the concierge desk in the main reception whenever the Concierge service is not open. They provide piece of mind to residents and also function as a deterrent to unwanted visitors. Their role will in general terms comprise of the following:

- Receiving a handover briefing from the Building Manager/Concierge at the beginning of each shift.
- Completing a security sweep of the communal areas, car park and external entrances once every two hours throughout their shift
- Monitoring the building's CCTV systems
- Providing access to and keeping a log of non-residents
- Providing a friendly meet and greet to residents and out-of-hours access to the post/delivery room.
- Providing the Building Facilities Manager with a report of any activity from the shift.
- Ensuring maximum of 60 people on each communal terrace where there is one escape route (Block A level 6, Block B Levels 4 and 6, and Block S, Level 6).
- Ensuring the layout of communal roof terraces and furniture is such that hot smoke being exhausted from the spoke shaft cannot ignite any furniture.

4.4. *Premises Assistant*

Assisting the Building Facilities Manager with day to day tasks including:

- Meet and greet external contractors, sign them in and brief them on the building's Health and Safety policies
- Undertake small general repairs, for example changing light bulbs
- Keeping the car park clean and tidy and free of any obstructions
- Routine monitoring of all M&E equipment status
- Rotating the bins in the bins stores as often as is required

- On bin collection day, ensure all bins for emptying are moved to the loading bay for collection
- Ensuring the recycling bins are not contaminated with general waste
- Ensuring the automatic watering systems are functional
- Undertaking routine grass cutting and landscape maintenance
- Ensuring maximum of 60 people on each communal terrace where there is one escape route (Block A level 6, Block B Levels 4 and 6, and Block S, Level 6).
- Ensuring the layout of communal roof terraces and furniture is such that hot smoke being exhausted from the spoke shaft cannot ignite any furniture.

4.4 *Cleaners*

The building will require 3 to 4 full time cleaners. Their responsibilities will include:

Internal cleaning

- Daily clean of all communal areas including reception, coffee meeting area, tech-hub, residents' lounges, lavatories, cyclists' workshop etc
- Post-booking clean of bookable residents' facilities
- Twice weekly clean of all residential communal hallways
- Daily clean of staff room and facilities
- Deep-clean of refuse facilities, loading bay and so forth on a programmed basis
- The two sky bridges

External cleaning

- Residents' communal terraces and gardens
- Outside seating areas on the ground floor
- General street cleaning

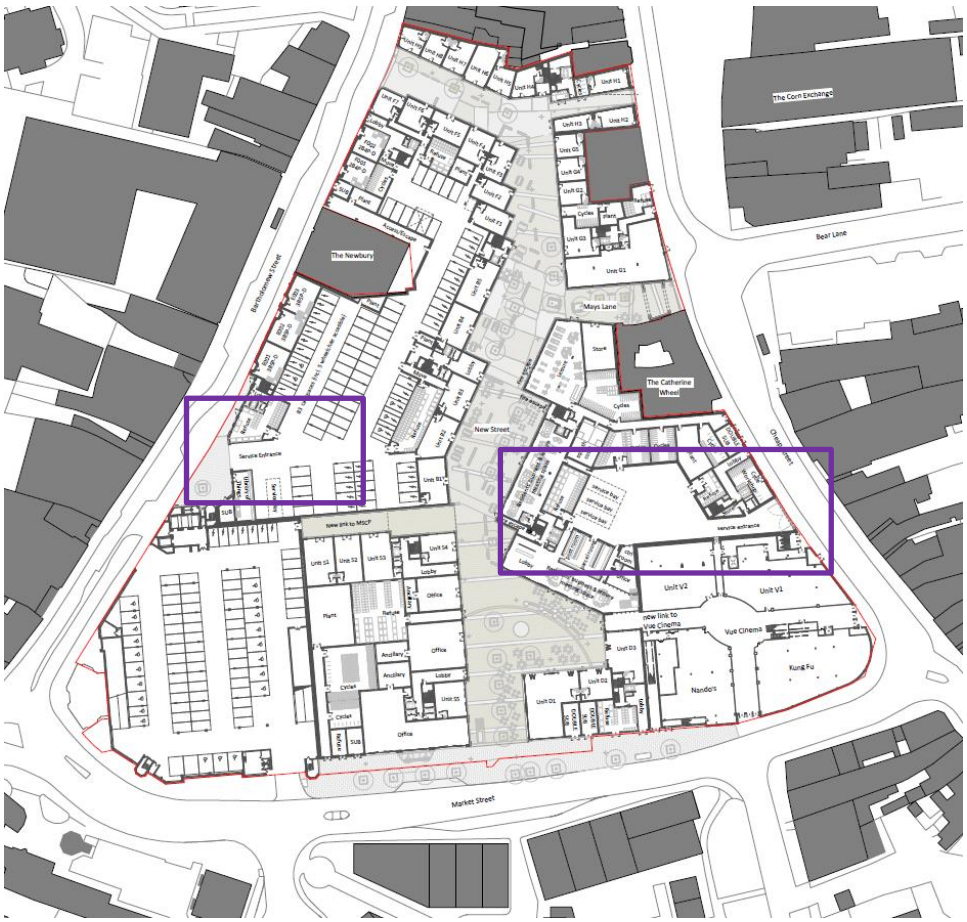
5. Move-in/Move-out

5.1. The building is likely to be let with a choice of unfurnished or furnished apartments and accordingly, when residents move-in or move-out of the building they are likely to have at least some bulky items for which dedicated planning is necessary.

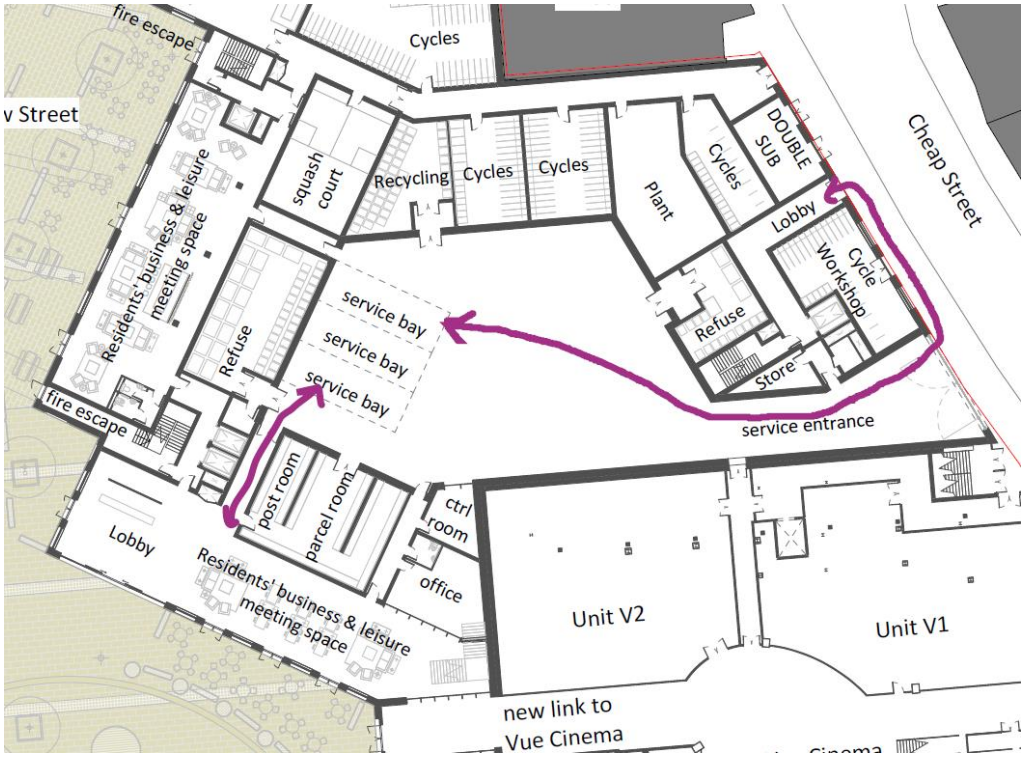
5.2. The building's floorplan has been designed to seamlessly facilitate simple and convenient move-in/move-out activities, using a standard process *that is booked in advance of the move-in/move-out date* with the Concierge.

5.3. Residents moving in/out will be asked to book a fixed time-slot. Using moving-in as an example (and with moving-out simply the same process in reverse), incoming residents would:

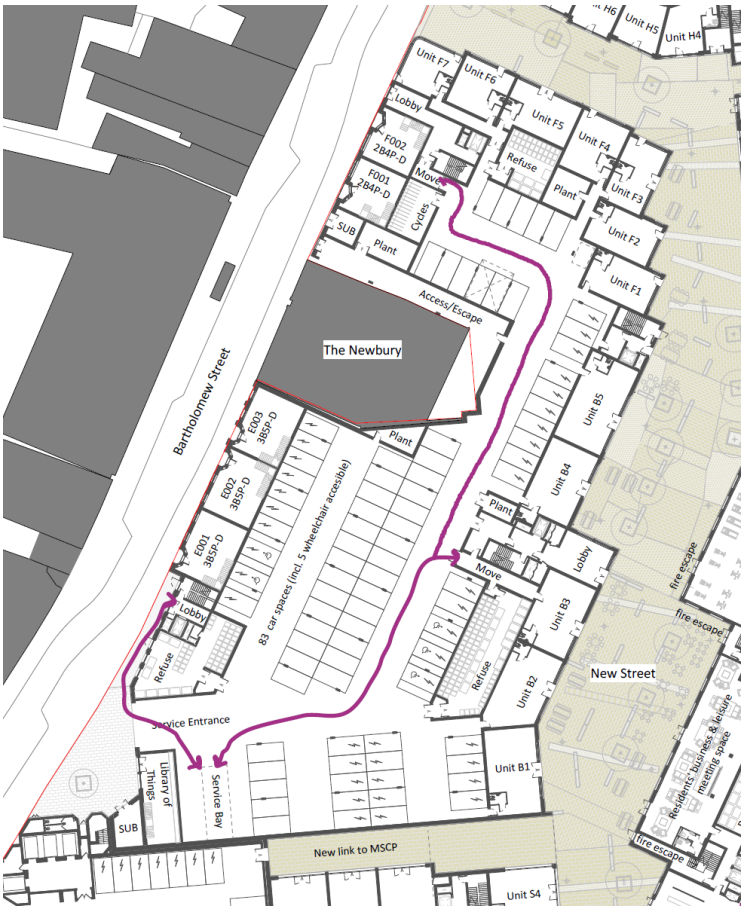
5.3.1. Arrive at one of the two covered loading bays at their booked time (which will managed to avoid conflict with refuse collections, for example):



5.3.2. Those moving into the apartments in blocks A, C & D arrive at the **Cheap Street** covered service bays and transfer their belongings to their apartment using the eastern move-in/move-out routes. The lift will be available to be reserved for the move-in/move-out booking. That lift's doors will open only to the move-in/move-out lobby when on the ground floor, rather than to the main lift lobby:



5.3.3. For apartments in Blocks B, E & F arrive at the Bartholomew Street covered service bays and transfer their belongings to their apartment using the western move-in/move-out routes. Two of the lifts will be available to be reserved for the move-in/move-out booking and will be dedicated to that purpose.



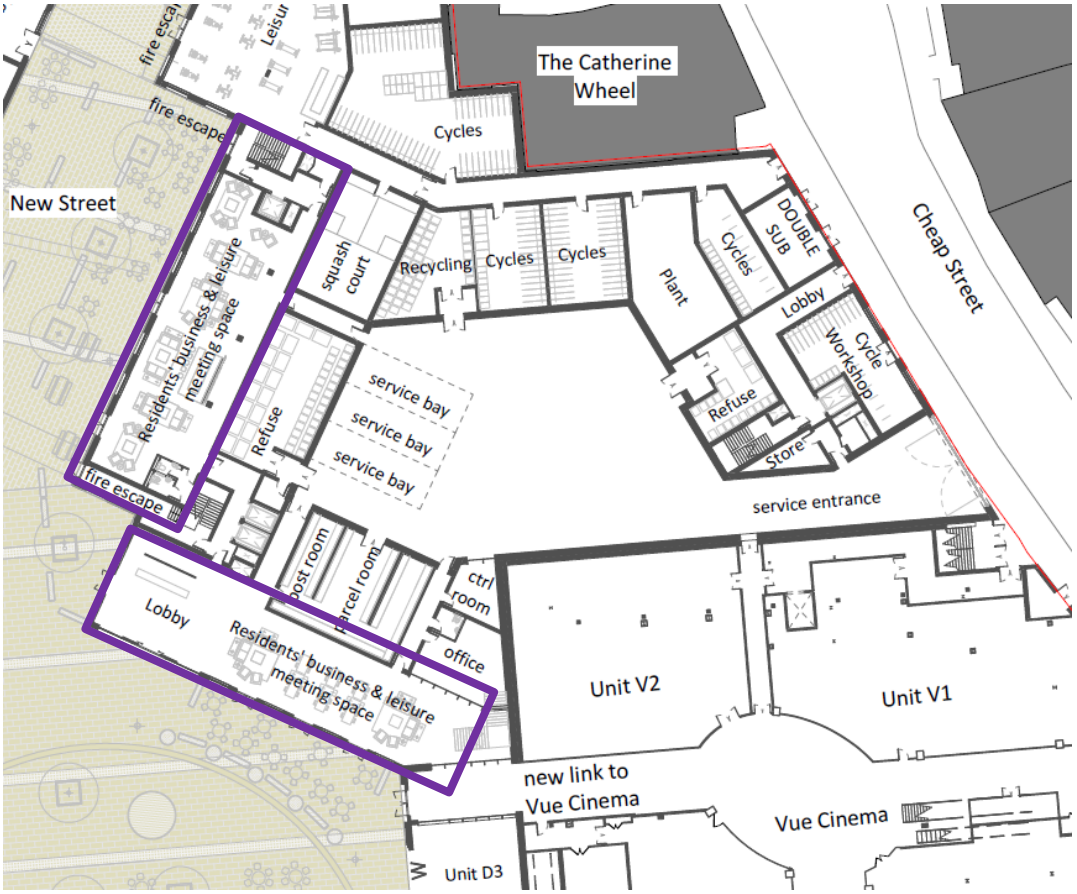
5.4. Practical move-in/move-out assistance might be offered by the building's operator, perhaps by way of a removals service or the availability of flat-bed trolleys.

5.5. **Move-in/move-out will not be permitted via the scheme's pedestrianised streets** but rather, solely on a pre-booked basis using the arrangements explained above.

6. Residents' facilities

6.1. The building offers a wide choice of facilities for residents to enjoy, both communal and bookable for sole use. Residents ***need not book*** use of the following facilities, which will be subject to opening hours defined by the Building Manager accordingly to tenant demand:

Ground floor business & leisure meeting space:



The

residents' ground floor gym:

The majority of the residents' terraces will also not need to be booked, and will be open to all residents subject to seasonal opening hours and consideration of the amenities of those apartments immediately adjoining them. However, the concierge will monitor the number of people and only allow a maximum Ensuring maximum of 60 people on each communal terrace where there is one escape route (Block A level 6, Block B Levels 4 and 6, and Block S Level 6).

Podium and Roof Gardens (1st and 3rd Floors)

LEGEND

1 Large terraces with seating and tables.

2 Leafy woodland edge planting with finely textured foliage and seasonal colour and wildlife value.

3 Connecting footpaths, encouraging social interaction and enjoyment of the garden.

4 Bridge overhead.

5 3rd floor terrace with long lounger benches and raised planters.

6 Space for yoga/exercise classes and tables for work/dining.

7 Pergola.

LOCATION

Shared Communal Garden (2nd Floor)

LEGEND

1 Raised gardening planters with integrated seats.
2 Exercise equipment within zone of sports surface.
3 Picnic tables, benches and seating.
4 Mixed tree and shrub planting in raised planters
5 Block paving to footpaths
6 Deck paving in larger units.

LOCATION

Shared Communal Garden (4th Floor)

LEGEND

1 Raised planters with mixed planting.
2 Contrasting paving to define different spaces within the whole for mixed activities.
3 Pergola with dining area.

LOCATION

Shared Communal Gardens (6th and 7th Floors)

LEGEND

1 Pergola with scented, flowering plants.

2 Raised planters for food growing and kitchen herbs, with integrated seating.

3 A variety of seating, benches and communal tables, for socialising and/or dining.

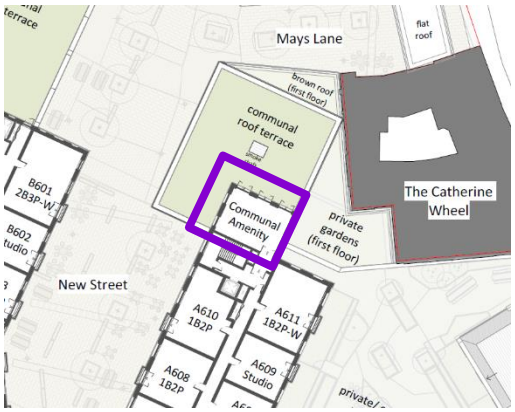
4 Paviours with contrast areas to define spaces within the main terrace.

5 Link over the Sky Bridge.

6 Raised planter with integrated seating and mixed planting.

6.2. Selected facilities will, however, ***only be available by private booking*** or available for private booking ***on request***. All bookings will be managed by the Concierge.

Third and Sixth Floor Communal Amenity Rooms:

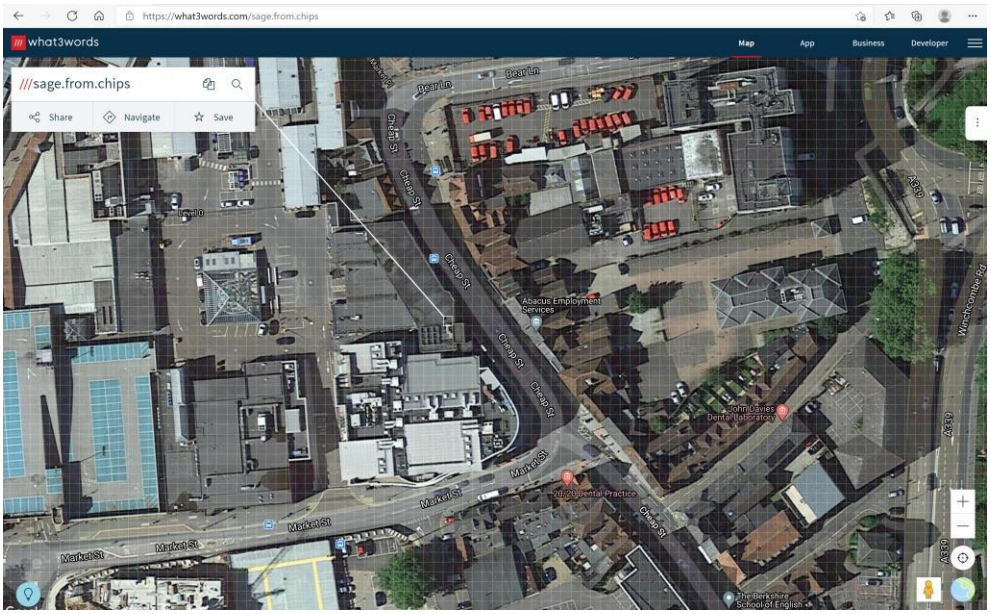


Squash court, ground floor:

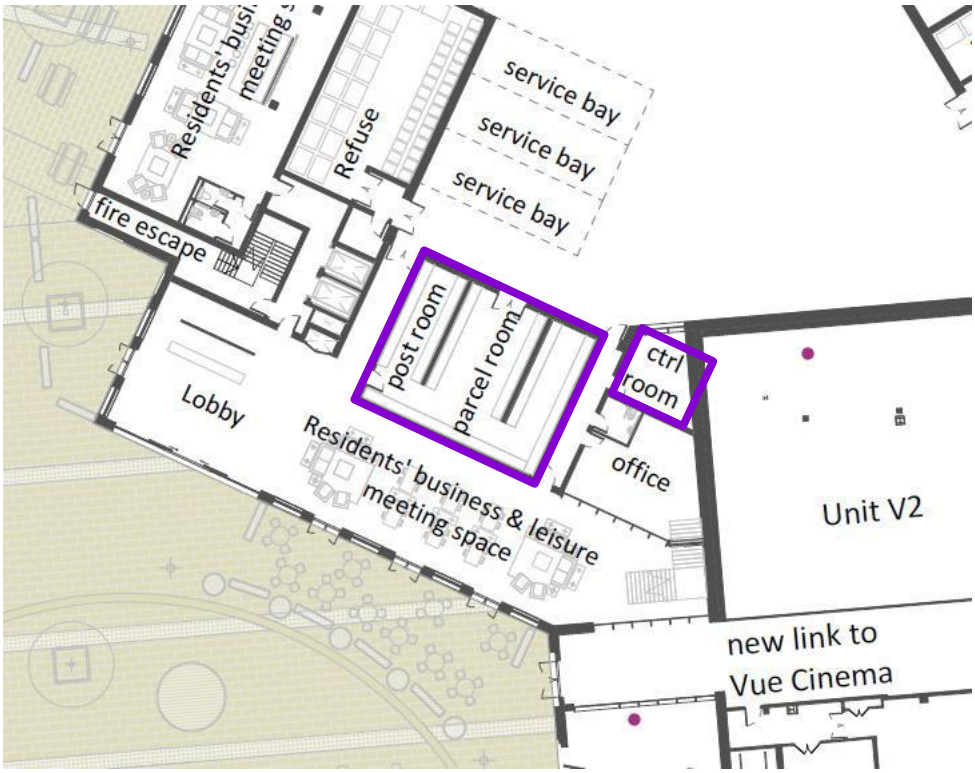
7. Deliveries

7.1. Deliveries will only be accepted at the dedicated loading bays accessed via Cheap Street and Bartholomew Street. **No deliveries will be permitted via the scheme's pedestrianised streets.**

7.2. Deliveries made by courier, online grocery delivery, online meal delivery, the Royal Mail and so forth will all be directed to the **Cheap Street** covered service bays. A bespoke postcode will be requested from the Royal Mail for this specific address, and the Concierge will widely publicise its *what3words* co-ordinates:



7.3. The Cheap Street covered service bays are immediate adjacent to the central **Control Room, Parcel Room** and **Post Room**, making deliveries straightforward to accept, process and securely store whilst the resident is notified that they have a delivery to collect.

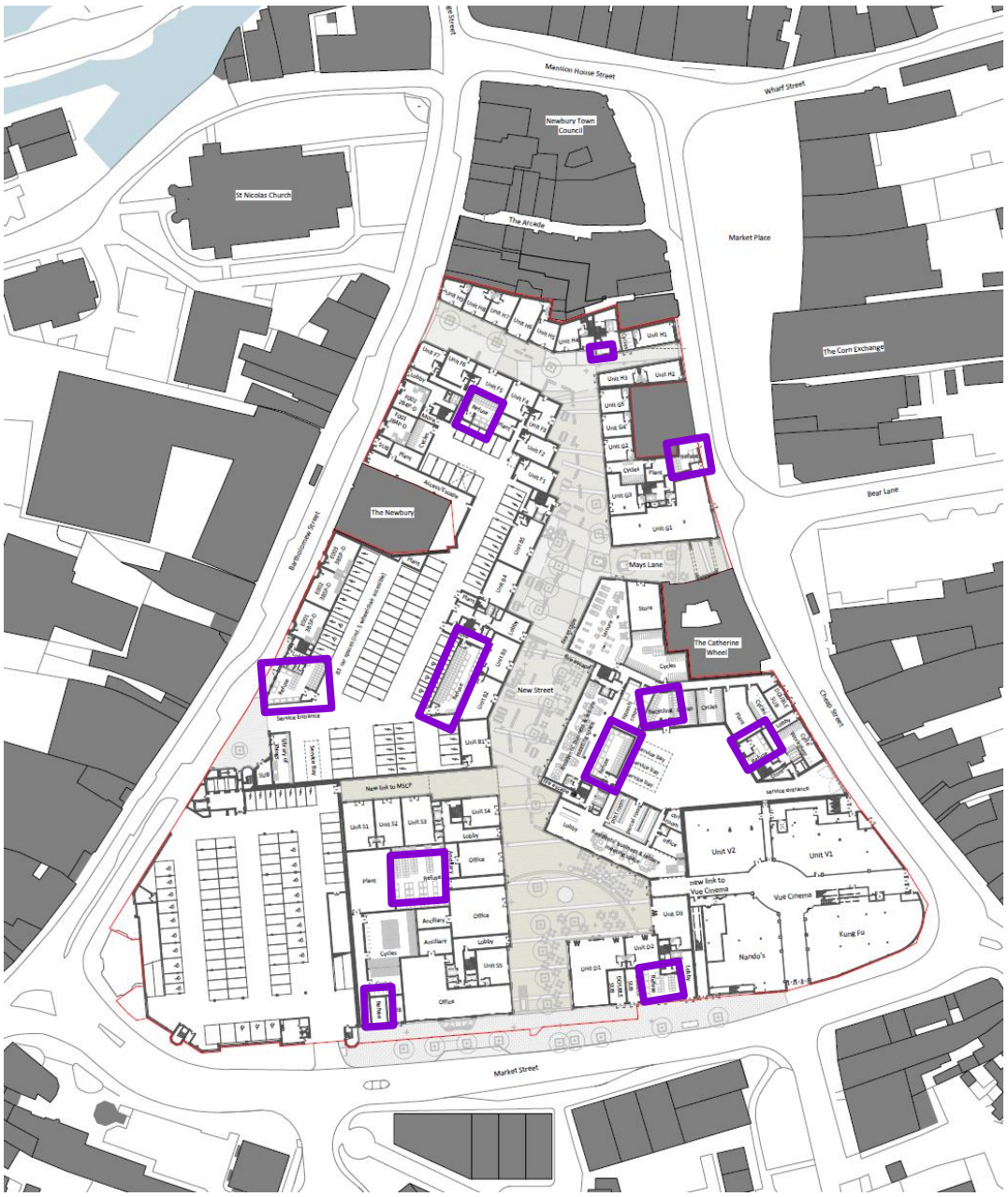


7.4. Having accepted a delivery, on-site staff will then transfer the item(s) to either the Post Room (for Royal Mail deliveries) or dedicated Parcel Storage rooms (for general deliveries). Residents access their deliveries from these via the Concierge, rather than having direct access.

7.5. The building has been designed so that every resident in a *Build to Rent* apartment can access the Concierge – and thus their deliveries – from within the building.

8. Refuse

8.1. The building has been designed with several refuse stores across the scheme, conveniently located on the ground floor adjacent to the lifts:



8.2. The refuse rooms have been purposely sited and dimensioned to foster the separation of general waste from recycling. Separate general waste and recycling bins will be provided in each kitchen.

8.3. A Premises Assistant will carefully manage the refuse storage areas and ensure the smooth running of the waste strategy, rotating the litre Euobins within the refuse rooms so that the bins do not overflow and always have adequate capacity, particularly at peak times. The carry distance guidance within MfS will be adhered to.

8.4. Where residents have arranged with the Concierge for bulky refuse items to be collected, these will be stored in the main refuse room awaiting collection.

8.5. On refuse/recycling collection days the bins requiring emptying will be prepared for collection, either from the internal covered service bays or, in the cases of Block D and Block G only, from the Market Street service layby and from Cheap Street respectively. Clear routes are provided from the bin stores. A private refuse company will be responsible for collecting the waste.

8.6. Refuse Vehicles entering through the servicing entrance of block E will turn in the service bay due to the double height area restrictions (3.3m). The management team will be responsible for bringing the bins from the store to this location and ensuring that the service bay is made clear before any refuse vehicle enters the site so that it is able to turn. Tracking of the refuse vehicles can be found in the transport statement.

9. Car Club and Cycle Workshop

Car club

9.1. Details of the applicant's commitment to providing a Car Club can be found in the *Transport Statement* and *Framework Travel Plan* submitted with the application. A three-vehicle Car Club is proposed.

9.2. In the event a dedicated car club is set up for residents only (rather than an extension to the general public car club already operating elsewhere in Newbury) then the bespoke on-site service will be managed by the Concierge. The Concierge would be responsible for car club key control, vehicle check-in/check-out and so forth.

9.3. All car club bays, wherever they are ultimately sited, will have electric vehicle charging points fitted.

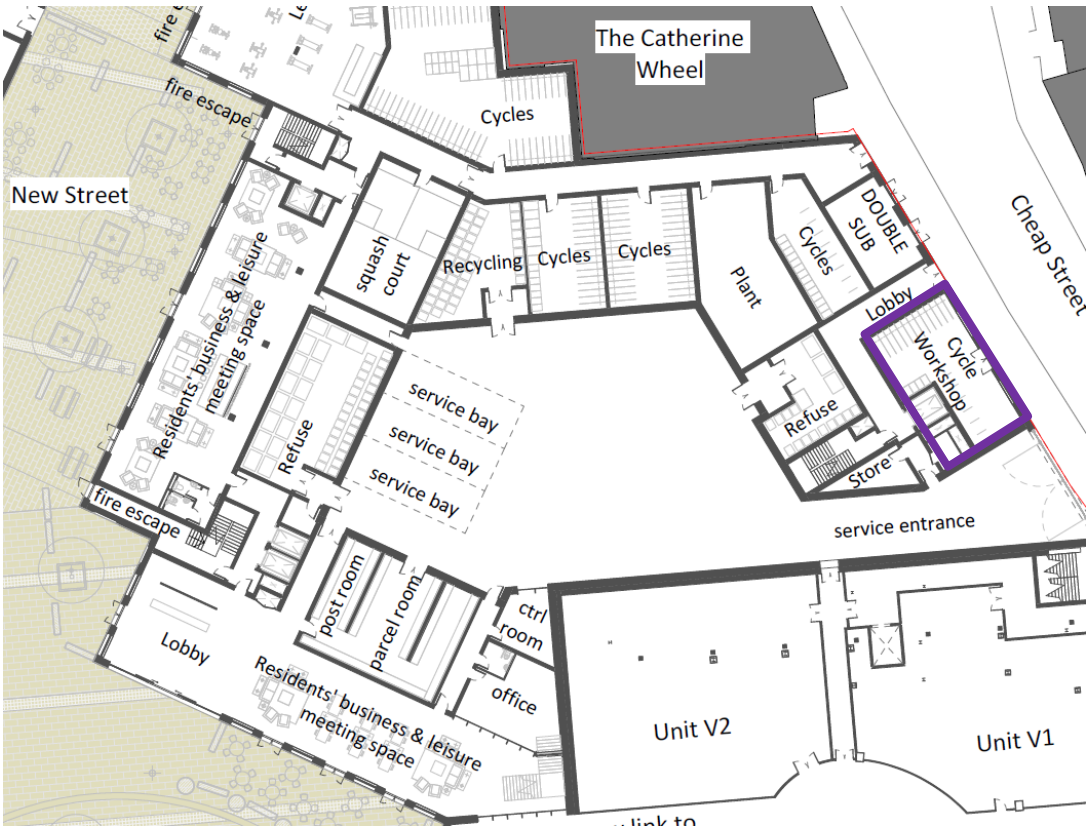
9.5 The inclusion of electric scooter hire, with dedicated storage lockers, is being investigated.

Cycle workshop

9.4. Along with the 685 new secure covered cycle parking spaces, a dedicated onsite cycle workshop is proposed in order to provide:

- Everyday cycle maintenance facilities, such as air pumps, chain oiling etc
- Bicycle repairs
- Bicycle hire
- Electric bicycle hire
- Toddlers cycle trailer hire

9.5. Prominently located on Cheap Street, the onsite cycle workshop may also wish to offer its services to the general public.



10. Building maintenance

10.1. As part of the building's maintenance regime, all external windows will periodically be cleaned. This task will be undertaken by external contractors and is likely to be using a combination of scissor lift and the abseil method, as commonly used for buildings such as this.

10.2. Windows at street and first floor level, including the entrance halls, will be cleaned with the use of a flexi pole from street level.

10.3. Maintenance of the public realm areas related to the development will be the responsibility of the Building Manager, most likely contracted to a specialist landscape maintenance contractor who will also tend to the planting on the residents' terraces.

10.4. White goods within each apartment are likely to be maintained as part of the monthly lease charge, subject to the operator's lease conditions and operating policies.

Organising periodic maintenance of M&E equipment

10.5. The Building Manager will hold the principal responsibility for monitoring the mechanical and electrical control units within the development, including preparing and implementing a detailed plan of routine and periodic maintenance for each piece of equipment. Key elements of the maintenance regime are likely to include:

- Lifts
- Pumps
- Fire detection systems
- CCTV system
- Door entry systems
- Lighting controls
- Electricity control panels for the whole building
- Meter rooms
- Sustainable heat & water system

11. Ground floor commercial units: deliveries

11.1. The ground floor commercial units have been specifically sized and designed for maximum flexibility and to specifically appeal to local, independent and artisan occupiers. The *Retail Demand Statement* submitted with the application explains the ethos in more detail, but suffice for the purposes of this *Framework Servicing & Management Plan* the ground floor commercial units are not intended to be occupied by the type of multiple retailers, chain stores or national retailers that had once characterised the *Kennet Centre*.

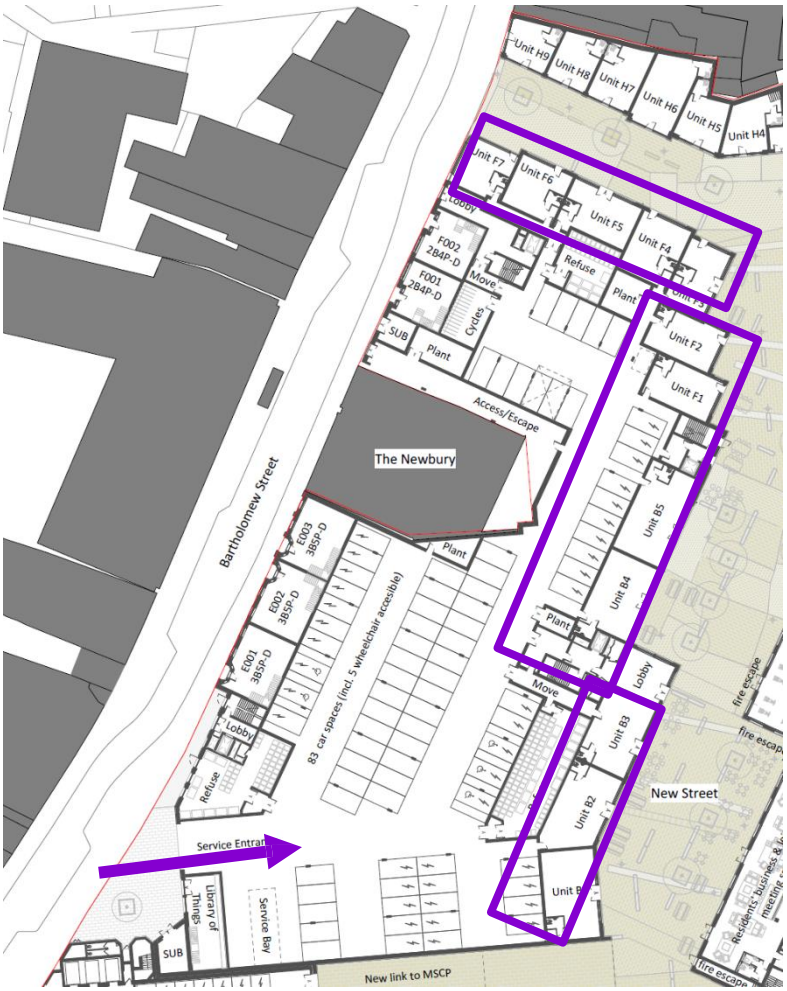
11.2. It is useful to consider what potential occupiers fall within the new Use Class E:

- Shops
- Cafes
- Restaurants
- Offices
- Financial & professional services
- Health centres & GP surgeries
- Indoor sports
- Creches, nurseries and day centres
- Craft workshops

11.3. Given the small size of the ground floor commercial units, and the nature of their intended local independent traders, deliveries by large heavy goods vehicles will be very much the isolated occasional exception rather than the norm. Instead, these occupiers are expected to accept deliveries in much smaller vehicles, likely to be a panel van or small van.

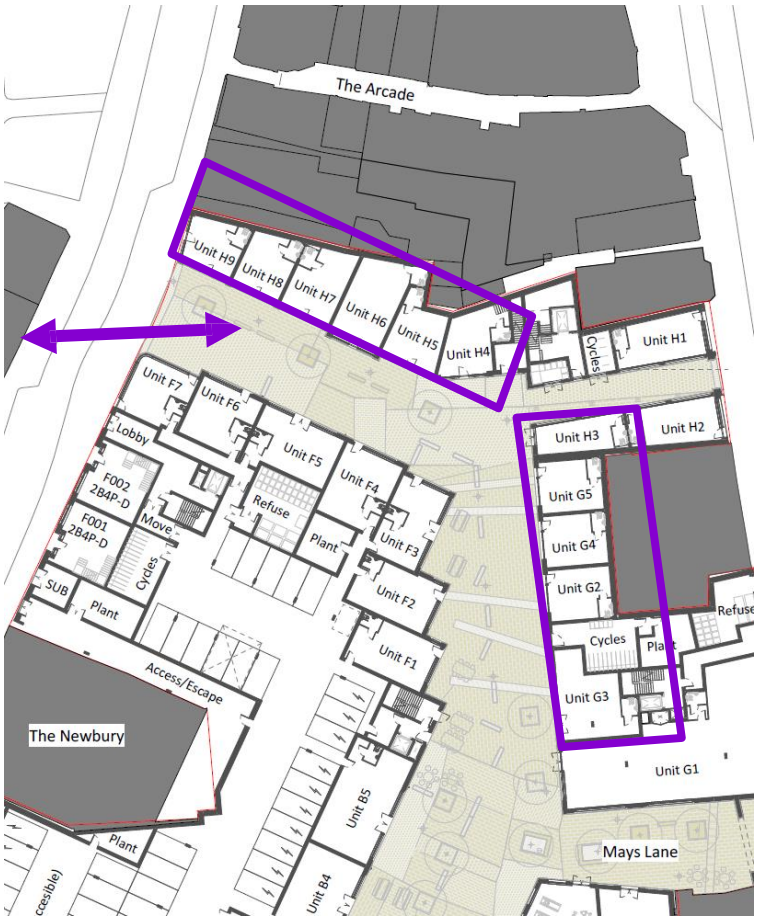
11.4. Consequently, the delivery strategy for the ground floor commercial units does not allow for the type of land-hungry service yard as is currently provided on the rooftop of the *Kennet Centre* but rather, a more subtle and appropriate mix of servicing arrangements, as follows:

11.4.1. The ground floor commercial units in Block B and Block F will all have rear service access via the Bartholomew Street covered service yard & residents' car park:



11.4.2. The ground floor commercial units in Block G and Block H will be serviced from the new pedestrianised street, via Bartholomew Street, on a time-limited basis of **07:30 – 09:30 Monday – Saturday** with no deliveries or servicing outside of these times:

#

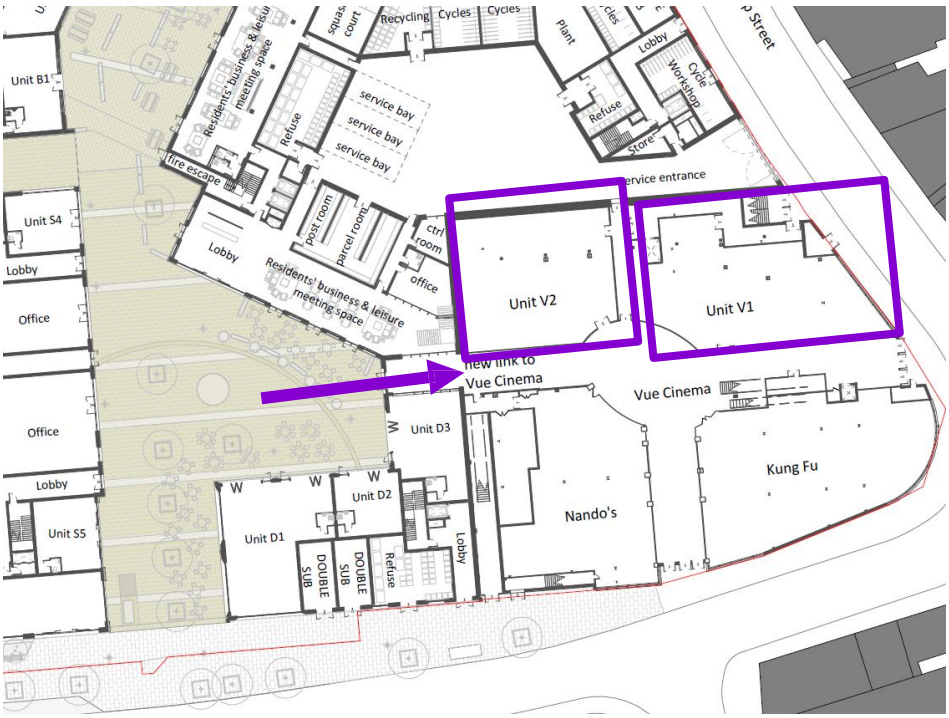


11.4.3. The two very small “arcade”-type units at H1 and H2, as well as the medical facility (unit G1), will be accessed via Market Place on the same restricted and time-limited basis as the other businesses fronting Market Place:


Marke
Unit H9
Unit H8
Unit H7
Unit H6
Unit H5
Unit H4
Cycles
Unit H1
Unit H2
Unit H3
Unit G5
Unit G4
Unit G2
Refuse
Cycles
Plant
Unit G3
Unit G1
Unit F7
Unit F6
Lobby
Unit F5
Unit F4
F002
2B4P-D
F001
2B4P-D
Move
Refuse
Plant
Unit F3
Unit F2
Unit F1
Cycles
Plant
Access/Escape
Newbury
Unit B5
Plant
Unit B4
Plant
Move
Lobby
fire escape
Leisure
Store
Mays Lane
The Catherine

11.4.4. Units D1,D2, D3, the *Nando's* restaurant and the *Kung Fu Oriental Buffet* restaurant will be serviced by a new delivery bay on Market Street:

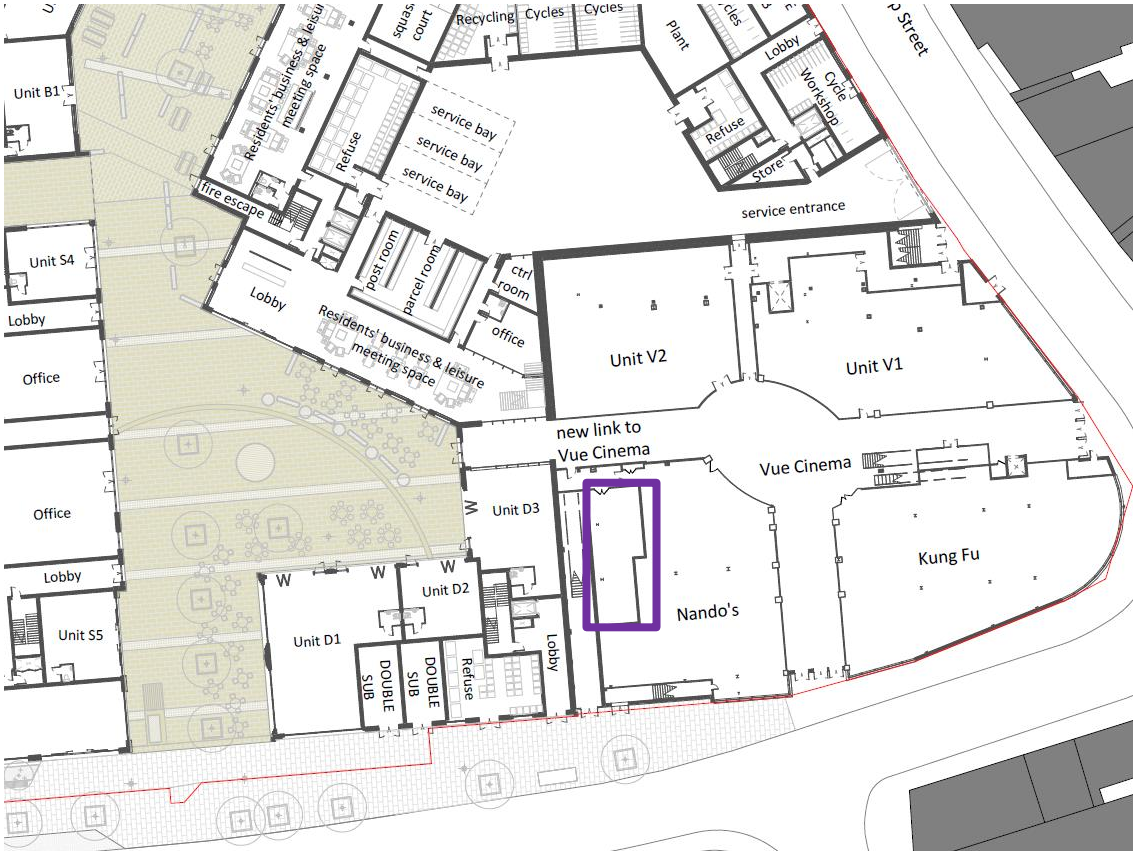
11.4.5. Finally, Units V1 and V2 within the cinema wing will be serviced using the Cheap Street internal covered service yard:



12. Ground floor commercial units: refuse

12.1. The small size of the ground floor commercial units, both individually and cumulatively, means that only a limited quantum of refuse is expected to be produced.

12.2. Consequently, a central commercial refuse store will be available to the ground floor commercial unit occupiers:



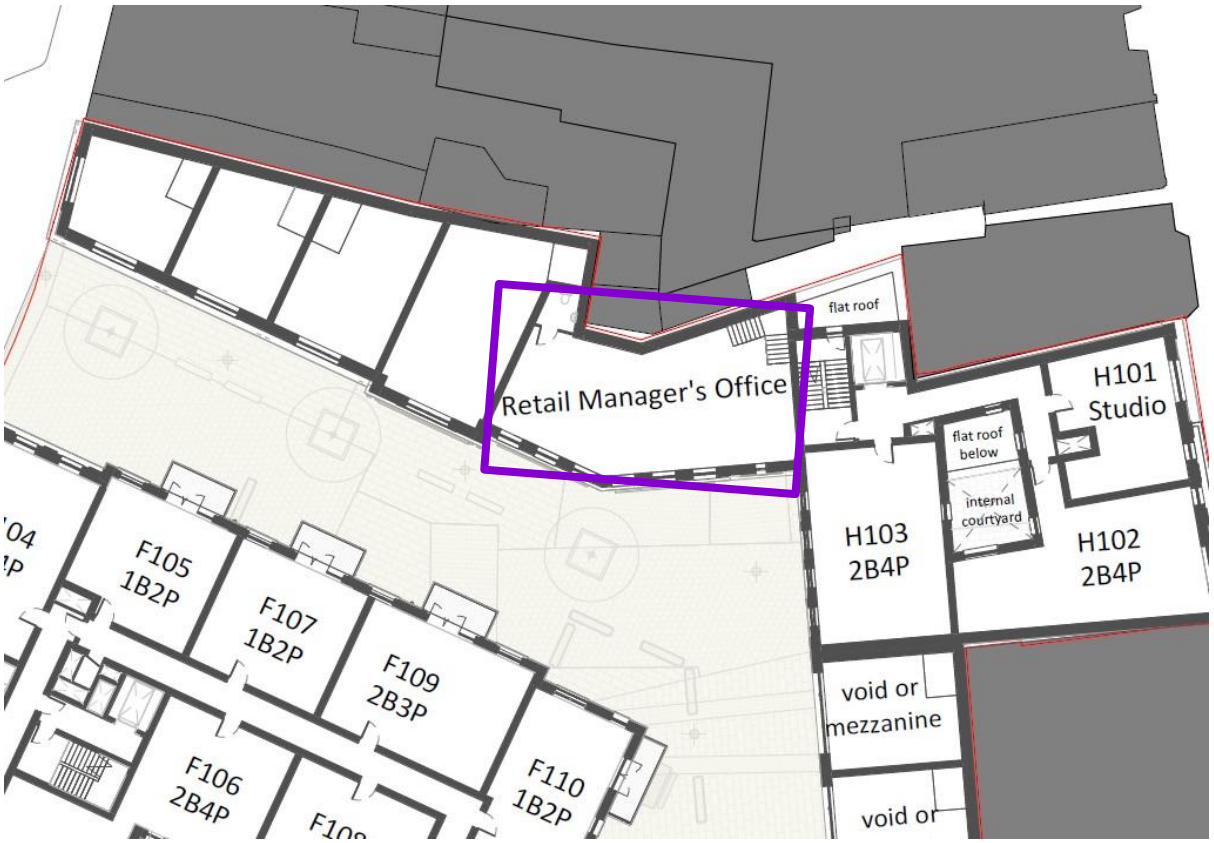
12.3. The Commercial Premises Manager will ensure the smooth running of the waste strategy, rotating the 500-litre Eurobins within the refuse rooms so that the bins do not overflow and always have adequate capacity, particularly at peak times.

12.4. On refuse/recycling collection days the Eurobins requiring emptying will be prepared for collection from the Market Street service layby.

13. Commercial Premises Manager

13.1. The commercial elements of the development (other than the headquarters office building) will be managed by dedicated onsite staff.

13.2. The Commercial Premises Manager's office will be located on the first floor in Block H, with an appropriately commanding view down the scheme's new pedestrianised street:



13.3. The Commercial Premises Manager will be responsible for:

- Interviewing prospective occupiers of the ground floor commercial units
- Premises management of the ground floor commercial units
- Public realm security – including securing the link to the multi-storey car park when it closes each evening
- Public realm cleaning
- Management and maintenance of the public realm landscaping and lighting

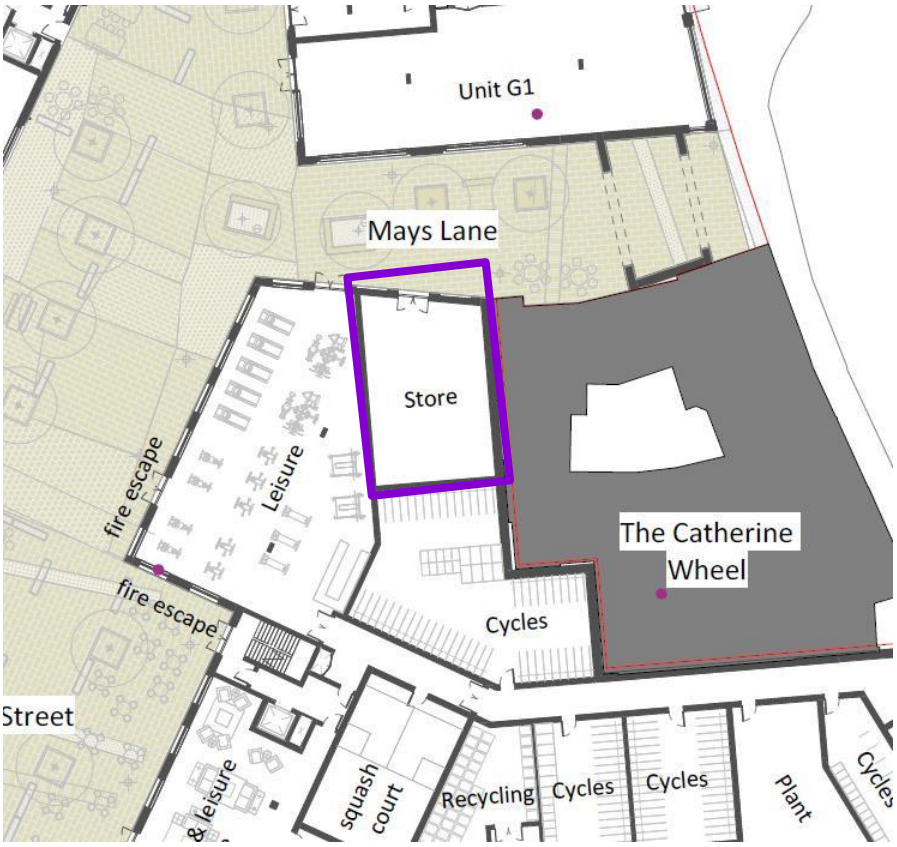
13.4. The Commercial Premises Manager will also work closely with the residential Building Manager and Concierge in organising a wide range of activities and events – see ***Section 18***.

PUBLIC REALM

14. Carts, barrows & displays

14.1. The generously-proportioned pedestrianised street running through the heart of *Eagle Quarter II* is as wide as Northbrook Street and has been designed to provide numerous locations for a range of traditional street carts and barrows.

14.2. These carts and barrows will be securely stored in a dedicated traders' secure store at the end of each day:



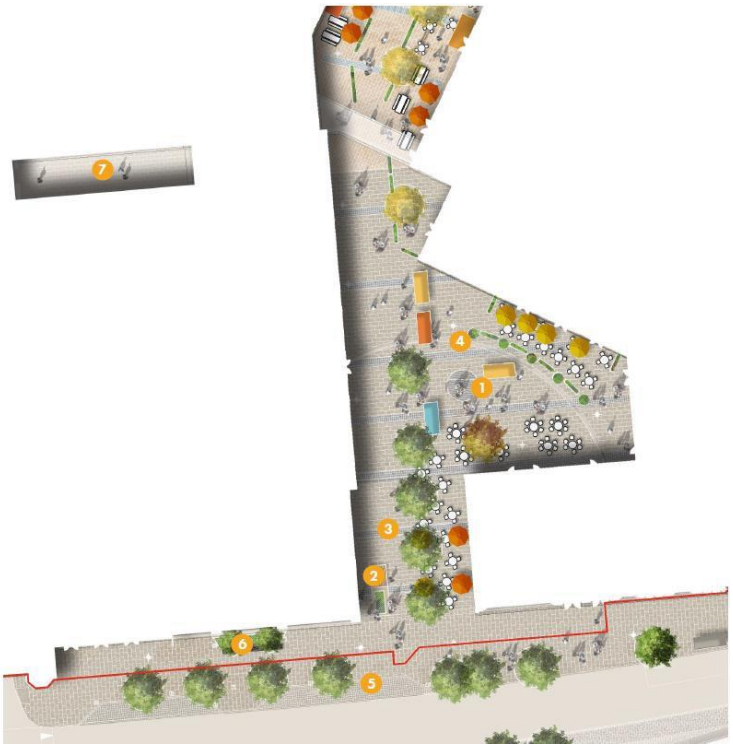
15. Ground floor commercial units' use of the public realm

15.1. *Eagle Quarter's* wide pedestrianised street is also ideal for the local, independent and artisan businesses in the ground floor commercial units to spill out into. This gives **restaurants and cafes** excellent outdoor seating space opportunities; **retail occupiers** ideal space for outdoor product displays, under colourful awnings; or **craft workshops** the opportunity to showcase their skills to passers-by.

15.2. These commercial spill-out spaces will be defined by trees and planters, carefully coordinated with adjacent cart & barrow locations to enhance the vibrancy of the public realm:

16. Events

16.1. The new public square at the heart of *Eagle Quarter II* has similar physical dimensions to *Market Place* and has new links into the existing multi-storey car park and the *Vue* cinema wing:



16.2. 18.2 Its dimensions, aspect, surrounding uses and landscaping all make it an ideal location for a range of events and activities, such as:

- Farmers market
- Book fayre
- Collectibles market
- Antiques fayre
- Cheese market
- European Winter market
- Outdoor sports screenings

16.3. In addition, there are opportunities for quality street entertainers such as musicians, children's entertainers and the like – including in a new mini-bandstand that takes it cues from the one in Victoria Park but on a smaller, more intimate scale ideal for a string quarter, jazz band or solo singing artist:


18.4 Events will be organised and managed by the Commercial Premises Manager in liaison with the residents Building Manager and Concierge.


17. Summary

17.1. *Build to Rent* developments are owned, operated and managed on an institutionally-funded basis. It is in the operator's interest for their schemes to be well-managed, not only to safeguard their retained capital investment but also to ensure that the environment is maintained to the highest standard in order to encourage residents' stable, long-term tenancies.

17.2. Accordingly, for its management and maintenance the *Build to Rent* element can be expected to employ:

• Concierge	1.5 FTE
• Building Facilities Manager	1.0 FTE
• Cleaners	3.0 FTE
• Move in/move out	1.0 FTE
• Premises Assistant	1.0 FTE
• Refuse operatives	1.0 FTE
• Security	1.5 FTE
	10.0 FTE

17.3. Separately, the ground floor commercial uses will be proactively managed and curated by the Commercial Premises Manager to ensure a diverse, vibrant and interesting mix of local, independent and artisan businesses. An ongoing programme of events and activities in the development's new public realm, added to the range of commercial occupiers and the various street carts, barrows and displays that the pedestrianised street has been designed to accommodate, will make *Eagle Quarter II* a key new destination for shopping and leisure, to work and to live.

G. Market Street Committee Report

Item No	Application No. and Parish	Determination Target Date as per the PPA	Proposal, Location and Applicant
(1)	16/00547/FULEXT	31st December 2016	Site clearance, demolition and the erection of 232 dwellings with associated car parking, residents' hub and management office; 816sqm of flexible commercial floor space (Class A1 (retail) / A2 (financial services)/A3 (restaurants and cafes) / A4 (drinking establishments) or B1 (offices)) and a multi-storey car park. Pedestrian access arrangements, hard and soft landscaping and other ancillary development/infrastructure. Land at Market Street, Newbury Grainger Newbury Ltd

To view the plans and drawings relating to this application click the following link:
http://planning.westberks.gov.uk/rpp/index.asp?caseref=16/00547/FULEXT

Recommendation Summary: To **DELEGATE** to the Head of Planning and Countryside to **GRANT PLANNING PERMISSION** subject to the schedule of conditions (Section 9.1) and subject to the completion of a Section 106 Legal Agreement (Heads of Terms set out at 7.21.4) by 31st December 2016;
Or
If the Section 106 Legal Agreement is not completed by 31st December 2016, to **DELEGATE** to the Head of Planning and Countryside to **REFUSE PLANNING PERMISSION** for the reason set out in Section 9.2, or to extend the period for completion if it is considered expedient to do so.

Ward Member(s): Cllr. D. Benneyworth
Cllr. J. Fredrickson

Reason for Committee determination: Major application partly on land owned by West Berkshire Council. WBC is also a partner in the development.

Committee Site Visit: 17th November 2016

Contact Officer Details	
Name:	Debra Inston
Job Title:	Principal Conservation and Design Officer
Tel No:	(01635) 519111
E-mail Address:	Debra.inston@westberks.gov.uk

1. RELEVANT PLANNING HISTORY

15/02622/SCREEN - EIA Screening Opinion of the land at Market Street, Newbury. Determined that development is not EIA development and an Environmental Statement is not required. 4th December 2015

15/03164/FUL - Regulation 3 - Wharf bus interchange, Newbury. Creation of a new bus interchange in The Wharf, Newbury. Approved 27th January 2016

2. PUBLICITY

Advertised in Newbury Weekly News on 24/03/16
Neighbour Notification expired 08/04/16 (original plans) & 6/07/16 (revised plans)
Site notice expired 27/04/16

3. CONSULTATIONS AND REPRESENTATIONS

3.1 CONSULTATIONS

3.1.1 Original Plans

Town Council:	No objection/comment: The Committee generally supports the development. However, the following concerns were raised: - Given the need for affordable housing in Newbury, we do not agree that the ratio of affordable housing should be as low as 12% as is currently proposed. A ratio much closer to current WBC policy should be provided. - Given the central location of the site, an adequate archaeological survey should be carried out. - The developers should be requested to consider including one or more items of public art. If so, the Town Council is ready to assist with advice if called on.
BBOWT:	No objection subject to conditions: Recommend planning condition which requires that the development be implemented in accordance with an appropriately detailed landscape and ecological management plan which meets the policy objectives of the NPPF and statutory obligations of the NERC Act. The management plan should be based on the recommendations of the following: 'Bat Emergence and Activity Survey Report', dated February 2016, author Greengage. 'Reptile Survey Report' dated February 2016, author Greengage. 'Preliminary Ecological Appraisal' dated February 2016, author Greengage.
Conservation:	The Conservation Officer is the case officer for this application. Comments in relation to Conservation are included within the main report.
Archaeology:	No objection subject to condition:

	Whilst previous activity on the site may have adversely affected in situ archaeological features or deposits, the size and location of the development requires that some targeted archaeological investigation would be appropriate. As such, the Archaeological Officer suggests the commissioning of a programme of archaeological investigations, to be carried out during the excavation of the foundations and any related groundworks for development in the northern portion of the site – this should include works for Blocks A to D shown on the proposed site plans . This will secured by applying a condition requiring the implementation of a programme of archaeological work in accordance with a written scheme of investigation.
Planning Policy:	No objection/comment: The site is located in a highly sustainable location and national and local policies support the principle of development. The viability assessment will need to be carefully considered in negotiation over the amount of affordable housing that can be achieved on the site. Affordable housing units should be integrated throughout the development.
Newbury Society:	Objection/comment: - Feel that the use of varied rooflines and colours embodies Newbury but concerned that the height of the buildings does not. Rather than produce a gateway to Newbury, they resemble an “imposing castle wall”, and that the pedestrian way to the town centre is not more open and direct. A more impressive, and direct, pedestrian way to the town centre is needed that says “this way to the Town Centre“. - Proper bus shelters with seats will be needed in Market Street to replace the current facilities, together with crossing facilities for pedestrians to and from the Eastbound direction. - The documents do not consider mobility scooters and wheelchairs in any depth, particularly with the differences of levels in the site. - The increase in car parking of 220 for the future appears to be inadequate for 230 new residents and employees of 12,000 square metres of business units. - We would strongly welcome a proper pedestrian access from the site over the railway (without tickets) to the South side, so as to give new residents easy and direct access to the school and medical and dental facilities on the South side. - We support Newbury Town Council’s request for an archeological study and public art. - We are concerned that despite the widespread consultation, there is little evidence of incorporating the ideas raised into the final application.

Housing:	Objection: 30% of all dwellings on site are required for affordable housing provision, which on this scheme equates to 70 units. We would expect 49 of these homes to be delivered as social rent and 21 as shared ownership. To ensure satisfactory integration, affordable housing on new developments should be fully integrated within the general market housing. The Council expects affordable housing to be 'pepper potted' throughout a development. Where practicable, this means that affordable housing should be in groups of not more than 5 dwellings at any single location within the development. The applicants are proposing to provide 28 units of Intermediate Housing, this is not considered to be a satisfactory level of affordable housing within this development. There is a high housing need for affordable accommodation within Central Newbury and whilst it is acknowledged this development will bring an increase in the number of private rented properties available, this will be unaffordable to most of the households whom the Council is likely to owe a statutory housing duty.
Education:	Request S106 contribution towards primary school provision: Secondary, SEN and Early Years provision will be dealt with through CIL. However, this development is expected to yield around 32 primary age pupils and we do not have the capacity to accommodate these numbers. Our primary schools in Newbury, and in particular in South Newbury, continue to be full at reception and we continue to put in additional places each year. This will be mitigated somewhat when Highwood Copse school opens but the places provided will effectively be used up by this continuing demand from demographic growth. Our forecasts suggest that demand will continue over the next five years. Our Infrastructure Delivery Plan has recently been updated and we have identified that additional primary places (land and buildings) will be required, at a cost of £9,657,471. In order to mitigate this development we would therefore require new provision and seek a S106 agreement to provide a proportion of the costs identified. The project will deliver 0.5FE of new build provision and land of a suitable size. The amount sought is £1,471,616. This has been calculated as a proportion of the costs above - £9,657,471/210 places*32.
Environmental Health:	No objections subject to conditions requiring the following: - Surrounding residential properties and future residents are protected from noise during the construction phase and afterwards. - Construction is restricted to between set hours. - Operational noise from plant and equipment is restricted to set levels.

	- Deliveries are restricted to between 06:00 and 23:00. - External areas provided for eating and drinking shall not be used outside the hours of 0700 and 2300. - Contamination Risk Assessment to be carried out. - Suitable ventilation and filtration equipment shall be installed to suppress and disperse fumes and/or smell created from the cooking operations on A3, A4 and A5 premises.
Waste/Recycling:	Objection/comment: - Whilst residential bin stores have been designed to hold the correct number and size of bins, the carry distances from the stores are too great in several instances, particularly from Blocks G and H. - No separate commercial waste store has been indicated in the blocks containing commercial units. - Recommend condition requiring details of refuse storage.
Libraries:	No response received.
Historic England:	No objections: Application should be determined in accordance with national and local policy guidance.
Environment Agency:	No objections subject to conditions: The proposed development will only meet the requirements of the National Planning Policy Framework (NPPF) if planning conditions requiring the following are included in the decision notice: 1. Contamination Risk Assessment/Site investigation/remediation strategy/verification plan. 2. No occupation until a Verification Plan has taken place. 3. Remediation Strategy if contamination (not previously identified) is found during construction. 4. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.
Thames Valley Police Crime Prevention Design Officer:	Objection/comment: - Excessive permeability within the internal layout of Blocks G and H. - Need for electronic gates into undercroft car park below Blocks G and H. - Car parking to be moved further away from ground floor windows of Block D. - Electronic gates should be provided for the parking area which is enclosed by Blocks B and D. - Further information is required detailing the management of postal deliveries to residents.

	- Request condition ensuring that Secured by Design (SBD) accreditation is achieved.
Network Rail:	No objections/comments: No objection in principle to this proposal providing any impact on the retaining wall at the back of the car park must be agreed in advance of any physical works with Network Rail, this can be controlled by an appropriately worded planning condition. Sets out a number of requirements for the safe operation of the railway and the protection of Network Rail's adjoining land, covering areas such as fencing, drainage, safety during construction, access to railway, site layout, piling, excavations, signalling, plant/scaffolding and cranes, Party Wall, Method Statements, lighting, safety barrier at railway line, foundations and ground disturbance.
Ramblers:	No response received.
SPOKES:	No response received.
Disabled Access Panel:	No response received.
Fire Service:	No objections/comment: Possible requirement for hydrant provision, but require detailed site plan. Access requirement for Fire Fighting should meet the functional requirements of the Building Regulations 1991 and the relevant provisions of the Berkshire Act. Recommend making commercial sprinklers a requirement.
Thames Water:	No objections, recommend conditions and informatives: Recommend informatives covering surface water drainage, installation of fat traps, construction over public sewers, installation of petrol/oil interceptors in car parks, possible need to divert water main. Recommend conditions requiring details of on and/or off site drainage works prior to the development commencing and the submission of impact studies.
MOD:	No objections: No safeguarding objections have been raised.
SUDS	Objection: The SUD's officer has assessed the Drainage Strategy and whilst they acknowledge that there is likely to be enough capacity in the designed system, they have serious concerns with regards to the lack of green SUDs. They feel that the scheme relies too heavily on permeable paving for storage and attenuation, which they feel has resulted in the ground level appearance of the open areas being heavily dominated by paving. They have requested that other methods such as

	planted channels (rills), bio-retention systems, water features and tree pits are incorporated. However, their biggest criticism of the drainage strategy is the omission of any rainwater harvesting.
Trees	Comment: Further information is required to demonstrate that the retention of the existing trees can be achieved in the medium and the long term and there is going to be minimal pressure on the trees to prune. More detail is required on the proposed planting to ensure adequate large long lived species are planted to mitigate against the loss of the trees on the site with adequate soil volumes which are required to get the trees established in the long term. There also needs to be details of the management plan of these species so establishment can be achieved.
Transport Policy	Object/Comment: - The main pedestrian/cyclists entrance from Market Street should be better defined. - The north/south route should be accessible to both pedestrians and cyclists for its entirety. - Ramp to station level should be amended to allow for cyclists. - The current right-turn ban from Market Street to Cheap Street should be removed. - Disappointed that a cycle hub is not proposed. - Car parking and phasing strategy are required for different phases of the development. - Proposed level of residential parking is below the car parking standard set out in Policy P1 of the West Berkshire Council Housing Site Allocations DPD, but no objections raised as the site is considered to be 'an exceptional circumstance'. - Electric Vehicle Charging points should be provided within the multi storey car park. - Level of proposed cycle parking is adequate. - Development should contribute to the Car Club. - A bus stop lay-by should be provided on the north side of Market Street. - Unclear from drawings whether sufficient space has been provided for rail replacement coaches. - Travel Plan should be provided.

3.1.2 Amended Plans/Additional Information

Town Council:	No response received.
Highways:	No objections. The full response of the Highways Officer is set out in the main report at section 7.6.

Transport Policy:	First set of amended plans/additional information: Object/comment: - Revised position on level of proposed residential parking. It is now felt that whilst the site can be considered an 'exceptional circumstance' the proposed 108 spaces for 232 dwellings is not sufficient. Based on a travel to work modal share of 58% of work journeys being as a car driver – if there was only one worker per unit on the development a total of 134 spaces would be required. Therefore the development should provide at least a further 26 spaces. - Amendments to the north-south route and the addition of wayfinding signs have overcome original concerns. - Ramp to Station Level – Continue to maintain that this should be amended to allow cyclists to use it - Cyclists Dismount signs are unacceptable. However, the amendments to the ramp need not be so significant as originally suggested, given the fact that the majority of pedestrians will use the stairs. - Travel Plan should include, inter alia, details regarding the location of Electronic Vehicle (EV) charging points within the MSCP, provision of free cycle training to residents with an incentive of a voucher towards a bike or cycle equipment available once the cycle training has been completed and a contribution of £29,000 towards the Car Club. - Whilst the absence of a Cycle Hub is disappointing the Council will seek other opportunities to provide this facility. Second set of amended plans: No objections: - Welcome minor amendments made to ramp which would now allow cyclists to use it. - Recommend conditions and Travel Plan to be included in a S106.
Newbury Society:	No response received.
Public Protection:	No further comments to make.
Housing:	Object: Affordable housing provision to 5.6% (12 units) is unacceptable. Insufficient justification for not pepper-potting affordable units throughout the development. Notwithstanding this objection, if Grainger wish to retain the shared ownership, then our expectation would be that they are registered with the Homes and Communities Agency (HCA) as a Registered Provider and that they use the HCA model lease for the units. They would be expected to sell the shared ownership units to people who meet the eligibility and

	qualifying criteria in the Councils adopted Housing Allocations Policy and prospective applicants should be passed to the Housing Register team for prioritisation according to housing need (as all other shared ownership sales are).
Waste/Recycling:	First set of amended plans/additional information: Object/comment: Carry distances from refuse stores within Blocks G and H are too great for safe collection of bulk bins. As a private road it is possible that we will not be able to access it; indeed our contractors are not expected to access private land, be it a car park, shared driveway or private road. A swept-path analysis has been provided but a much smaller vehicle than our collection vehicles has been used (9.8 metres instead of 11.2 metres) and I am not satisfied that it demonstrates that even this smaller vehicle can access the site. [*n.b the Highways Officer has confirmed that the swept-path analysis is adequate for refuse vehicles*]. Concerned that the plan is for refuse collection vehicles to be able to enter the pedestrian and cycle only tertiary road within the site. Does this mean that this is not a road that is to be offered for adoption by the Local Authority? If it is not, and refuse vehicles are to be the only vehicles using it, I am concerned that they will be held responsible for any damage to the road surface in the future. It is not acceptable for the applicant to suggest a private waste collection from Blocks G and H; the Local Authority has a statutory duty to collect refuse and recycling from domestic council-tax paying properties. To overcome concerns with regards to the collection of waste from Blocks G and H, recommend making collections in this location as trouble free as possible by ensuring there is space for WBC collection vehicles to park whilst collecting, and employing the use of a 'management move' arrangement. This is where a management company is engaged to move the bins from the bin store to the collection point on the road on the morning of the scheduled collection day. Second set of amended plans/additional information: Objection stands regarding the proposal to use Private Waste Collection for Block G and H.
Thames Valley Police Crime Prevention Design Officer:	No objections/comment: - Welcome amendments to internal layout. - Recommend conditions ensuring electronic gates to undercroft car park and Secured by Design accreditation

	is achieved.
Trees	No objections: Satisfied the additional information provided is acceptable in terms of amending the Tree Protection Plan to show the additional car parking space. The proposed works will ensure that adequate rooting areas would be given to the proposed new planting on site. Within the Root Protection Areas the existing hard surface is to be retained as a temporary ground protection layer during construction rather than being removed through demolition. After the removal of hard standing by hand tools, replacement paving is being installed using a no-dig construction method. The existing sub-base would be de-compacted using an airspace with a soil probe. This is a recognised method of constructing hard standing within the root protection areas of trees, provided that the works are supervised by a competent arboriculturalist. The tree officer is content that the long term retention of the retained trees is achievable.

3.2 Representations

Total: 10	**Object: 6**	**Support: 2**	**Comment: 2**
Summary of Objections:			
- Insufficient existing drainage for sewage and foul water. Further development would exacerbate the situation. - Increased congestion on already busy roads. - Insufficient level of proposed parking - would put strain on town centre parking. - Overdevelopment – density too high. - Buildings are dominant and overbearing and not in keeping with the market town character. - Buildings fronting Market Street are too high. - Loss of light to Cheap Street and railway station. - Distance between railway station and new bus station is too great for elderly and mobility impaired. - Bus station should be provided next to the railway station. - Scheme should be redesigned to allow rail replacement buses to access from Market Street and buses to pass directly by the railway station. - Some units will be in perpetual shade, particularly in winter months. - Lack of open spaces. - Lack of 'green' measures such as green roofs. - Street lighting will be inadequate or obtrusive for some units due to high density. - Cycle racks should be in a secure area. - The proposal does not include a pedestrian route connecting south side of railway with north side. - Cannot guarantee that the scheme will bring in new jobs for residents of West Berkshire. - Query the claim that the development will bring in £4m of economic revenue.			

- Not taken on board comments from public consultation. - Not enough space to the north of the railway station for dropping off, may result in congestion. - Potential safety problems with vehicles crossing the main north – south pedestrian cycle route. - Multi storey car park should be sited on the southern side of the railway line. - North – south route through the site is too narrow and could become a threatening alleyway.
Summary of Support:
- Public input from consultation was taken on board. - Good investment into a brownfield site that will provide opportunities for further investment in the southern end of the town centre. - Help to support and drive much needed economic growth in Newbury. - Creation of more than 220 new full time jobs in the next four years and, upon completion, anticipated to provide more than £4m of additional expenditure in local shops and services each year. - Attractive landscaping. - Improved entrance into town centre from railway station. - Much needed housing will help generate vibrant community.
Summary of Comments:
- Disappointed that none of the homes are to be available to buy. - Recommend condition requiring public art and seating across the site, particularly across from the railway station. - Will contributions be sought towards costs of increasing capacity of existing infrastructure e.g. water and sewage? - Archaeological investigation is required. - More retail units should be provided.

4. PLANNING POLICY

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of any planning application must be made in accordance with the development plan unless material considerations indicate otherwise. The statutory Development Plan for West Berkshire comprises:

- West Berkshire Core Strategy (2006-2026)
- West Berkshire District Local Plan 1991-2006 (Saved Policies 2007)
- Replacement Minerals Plan for Berkshire (2001)
- Waste Local Plan for Berkshire (1998)

4.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and is a material consideration in planning decisions. The NPPF is supported by the Planning Practice Guidance (PPG).

4.3 According to paragraph 215 of the NPPF, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).

4.4 The West Berkshire Core Strategy (2006-2026) is the first development plan document (DPD) within the new West Berkshire Local Plan. It sets out a long term vision for West Berkshire to 2026 and translates this into spatial terms, setting out proposals for where development will go, and how this development will be built. The following policies from the Core Strategy are relevant to this development:

- ADPP1: Spatial Strategy
- ADPP2: Newbury
- CS1: Delivering New Homes and Retaining the Housing Stock
- CS4: Housing Type and Mix
- CS5: Infrastructure Requirements and Delivery
- CS6: Provision of Affordable Housing
- CS11: Hierarchy of Centres
- CS13: Transport
- CS14: Design Principles
- CS15: Sustainable Construction and Energy Efficiency
- CS16: Flooding
- CS17: Biodiversity and Geodiversity
- CS18: Green Infrastructure
- CS19: Historic Environment and Landscape Character

4.5 A number of policies from the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007) remain part of the development plan following the publication of the Core Strategy. The following saved policies from the Local Plan are relevant to this development:

- OVS.5: Environmental Nuisance and Pollution Control
- OVS.6: Noise Pollution
- HSG.1: The Identification of Settlements for Planning Purposes
- TRANS.1: Meeting the Transport Needs of New Development
- RL.2: Provision of Public Open Space (methods)
- RL.3: The Selection of Public Open Space and Recreation Sites

4.6 According to Paragraph 216 of the NPPF, decision-takers may also give weight to relevant policies in emerging plans according to: (1) the stage of preparation, (2) the extent to which there are unresolved objections to relevant policies, and (3) the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF. The Local Development Scheme (LDS) provides a timetable for the preparation of emerging development plan documents.

4.7 The emerging Housing Site Allocations Development Plan Document (HSA DPD) is the second DPD of the new West Berkshire Local Plan. It will allocate non-strategic housing sites and sites for Gypsies, Travellers and Travelling Showpeople, and will also provide updated residential parking standards and a set of policies to guide housing in the countryside. The Proposed Submission HSA DPD is at an advanced stage, and was submitted to the Secretary of State for examination on 6th April 2016. The Examination Hearings were held in July 2016. The Council has received the Inspector's list of modifications needed for

soundness and will be consulting on these in December 2016. The following policies from the HSA DPD are relevant to this development:

- P1: Residential Parking for New Development

4.8 The following local policy documents adopted by the Council are material considerations relevant to the development:

- Market Street Urban Village Planning and Design Brief SPD (2005)
- Quality Design SPD (2006)
- Planning Obligations SPD (2015)
- Newbury Vision 2026 (October 2014)
- West Berkshire Retail and Leisure Study 2003 (July 2003)
- West Berkshire Local Transport Plan 2001/02-2005/06
- Newbury Town Design Statement (April 2005)
- Newbury Historic Character Study (2005)

5. EIA & COMMUNITY INVOLVEMENT

5.1 The application has been considered under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended). A screening opinion was issued on 5th December 2015 (reference 15/02622/SCREEN), which determined that the proposed development is not EIA development and therefore an Environmental Statement (ES) is not required.

5.2 Publicity of the application has been undertaken in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO) and the Council's Statement of Community Involvement.

5.3 Although not a legal requirement, the NPPF encourages early engagement and consultation by the applicant. The application is accompanied by a Statement of Community Involvement, which outlines the process of community engagement undertaken by the applicants prior to submitting the application. This included community events, visits to local schools, a community planning weekend at West Berkshire Offices, establishment of a Market Street Community Forum and a public exhibition.

6. DESCRIPTION OF DEVELOPMENT

6.1 The site measures approximately 2.2 ha and is located within the Newbury Town Centre Conservation Area. It comprises surface level car parking (including the Market Street public car park, WBC staff car park and Network Rail car park), the main bus station (and associated buildings) and residential properties along Highfield Avenue.

6.2 The site is bounded by Market Street to the north, Mayors Lane to the east, access road to the Council car park to the west; and Newbury Railway line and Station to the south. Highfield Avenue lies within the site on an east – west axis. There are four existing vehicular accesses serving the site, three of which are off Market Street and the fourth off Cheap Street.

6.3 There is a significant level change (of approximately 4-5m) across the site. The gradient is steepest at the centre of the site and slopes downwards to the east and west. Steps provide pedestrian access from the Council staff car park and station level to the upper (Market Street) level.

6.4 Existing uses adjacent to the site include the railway to the south, a Quaker meeting house to the east, West Berkshire District Council Offices to the west and the Kennet Shopping Centre to the north. A number of other Town Centre uses such as commercial offices, retail and community buildings are also located nearby.

6.5 There are no listed buildings within the site, however some are located nearby. These include a number of Grade II listed buildings on Cheap Street and Bartholomew Street, the closest of which being no's. 6, 8, 48, 49 & 50, 53, 54 and 63 Cheap Street and no's. 28-29, 118, 113 and 115 Bartholomew Street.

6.6 There are a number of trees within the site which are protected by virtue of being in a Conservation Area. Two mature trees are located to the north eastern corner of the site which are proposed to be retained as part of the development proposals.

6.7 The original scheme was revised following a number of concerns raised during the initial consultation period. The first set of amendments/additional information included: alterations to the main pedestrian entrance into the development from Market Street to improve legibility (namely the removal of a proposed tree and inclusion of a smaller Echo Circle), submission of a plan showing an indicative public art strategy and location of proposed wayfinding signs, additional information relating to the Post Submission Consultation Event, minor amendments to the layout plan in response to Waste Officer comments (reduction of the carry distance between Block D and the collection point to 13.4 metres and amended refuse vehicle tracking diagram showing that an 11.2m refuse vehicle can enter and exit the site) and amendments to the location of parking spaces adjacent to the east elevation of Block D in response to the Crime Prevention Design Officer's comments (parking spaces have been moved 1 metre away from the ground floor window in Block D).

6.8 Following a re-consultation period, a second set of amendments/additional information was received. These included amendments to the Tree Protection Plan (showing a special method of construction around the root protection zones), minor changes to the width of the ramp allowing full cycle access throughout the site and changes to the internal layout of Blocks G and H in response to the Crime Prevention Design Officer's comments.

6.9 The Council has received a Viability Assessment from the applicant to justify the reduced level of affordable housing provision. This Assessment has been amended during the course of the application to take account of CIL contributions. The result is a reduction in affordable housing from 11% (26 units) (as initially proposed) to 5.6% (13 units).

6.10 This document is not publically available as it contains commercially sensitive information. Similarly the advice received from the Council's external consultant on this matter is confidential but has been used by Officers to inform the

assessment of the proposed scheme. Further information, including the complete Viability Assessment and Consultant's Report is provided to Members in the Part II Report.

6.11 The following description therefore, relates to the amended proposals.

6.12 The application seeks full consent for a residential led mixed use development. This includes demolition of existing buildings on site (including the bus station which is to be relocated to the Wharf) and the erection of 232 residential units (comprising flats and housing) with associated car parking, residents' hub and management office; 816sqm of flexible commercial floor space (Class A1 (retail) / A2 (financial services)/A3 (restaurants and cafes) / A4 (drinking establishments) or B1 (offices)) and a multi-storey car park. The proposal also incorporates pedestrian access arrangements, hard and soft landscaping and other ancillary development/infrastructure.

6.13 The development comprises a number of residential and mixed use blocks of varying sizes, along new and existing linkages between Market Street, Mayors Lane and Newbury Station. The residential density of the scheme equates to approximately 102 dwellings per hectare.

6.14 In terms of dwelling type mix; Blocks A, B, C, E, G and H comprises flats and duplex apartments; Block D comprises terraced housing, flats and duplex apartments; and Blocks F and J comprise terraced housing.

6.15 The application proposes the following mix of residential units:

Dwelling size (PRS)	**No's.**
Studio	1
1 bed flat	73
2 bed flat	86
3 bed flat	1
2 bed duplex	25
3 bed duplex	3
2 bed house	10
3 bed house	20
Total	**219**
Dwelling size (Affordable)	**No's.**
1b2p flat	7
2b4p flat	6
Total	**13**

6.16 The development also proposes a Residents' Hub, which will provide indoor community space for the residents.

6.17 The application proposes the following mix of floorspace:

Use Class	Total Existing Floorspace	Total Proposed Floorspace	Net Gain/Loss

	GIA/m2		
Flexible commercial (A1/A2/A3/A4/B 1)	-	816	816
Residential (inc. Undercroft parking in Blocks G and H)	1,097	20,972	19,875
Community Hub	-	135	135
Multi Storey Car Park	-	11,566	11,566
Total	**1,097**	**33,489**	**32,392**

7. CONSIDERATION OF THE PROPOSAL

The main issues for consideration in the determination of this application are:

- Principle of Development
- Design
- Impact upon the Historic Environment
- Impact upon the Residential Amenities of those Premises Adjoining the Application Site
- Amenity of Future Residents
- Highways
- Waste Management
- Transport Policy
- Network Rail
- Trees and Landscaping
- SUDS
- Archaeology
- Crime and Safety
- Flood Risk
- Ecology
- Contaminated Land
- Minerals
- Environmental Health
- Energy
- Affordable Housing
- CIL and S106 Contributions
- Presumption in Favour of Sustainable Development
- Non Planning Matters

7.1 THE PRINCIPLE OF DEVELOPMENT

7.1.1. A development brief was adopted for the site in 2005 (Market Street Urban Village Planning and Design Brief), which sets out the planning principles and design rationale to guide development of the site. The Market Street Urban Village Planning and Design Brief was prepared in accordance with requirements set out in the now superseded West Berkshire District Local Plan, and was also informed by the previous Newbury Vision document '*Newbury 2025 – A Vision of Newbury Town Centre'*, which has now been superseded by the '*Newbury Vision*

2026'. The purpose of the Market Street Brief was to ensure that development of the site not only respects the character and appearance of the Conservation Area and the special architectural and historic character of adjacent listed buildings, but also ensures the vitality and viability of the town centre.

7.1.2 Policy ADPP1 of the West Berkshire Core Strategy 2006 - 2026 (WBCS) designates Newbury as an urban area within its district settlement hierarchy. These are areas with a wide range of services. The policy seeks to focus the majority of development within these areas.

7.1.3 Policy ADPP2 of the WBCS re-emphasises Policy ADPP1 and sets out the criteria for the principle of development within Newbury. Policy ADPP2 identifies the Market Street site for comprehensive, residential led mixed use development, with an aim to greatly improve pedestrian links from the railway station to the town centre.

7.1.4 Policy CS1 of the WBCS sets out the Council's approach to delivering new homes and retaining the housing stock. The WBCS sets out, in the spatial strategy, a housing requirement for the spatial area of Newbury and Thatcham of approximately 6,300 new homes between 2006 and 2026. New homes will be located in accordance with the settlement hierarchy outlined in Policy ADPP1. It states that there should be no net loss from the existing stock of homes in West Berkshire whilst new homes will be primarily developed on suitable previously developed land within settlement boundaries.

7.1.5 The emerging HSA DPD amplifies these policies, continuing to identify Newbury as the main focus for housing growth over the plan period with new housing development to be integrated into the town, supporting the vitality of the town centre and accompanied by enhanced services, facilities and infrastructure. The HSA DPD notes that there is significant potential for development on previously developed land, particularly in the town centre and periphery, including the Market Street site which will see the development of an "urban village" linking the railway station to the town centre.

7.1.6 The '*Newbury Vision 2026'* also highlights the importance of Market Street in achieving the long term vision for Newbury and the role it will play in supporting the surrounding villages and rural areas. The Newbury Vision document identifies a series of outcomes and actions, which taken together have the long term objective of enhancing the vitality and viability of Newbury. The redevelopment of Market Street is identified as playing an important role in helping to make Newbury an attractive place to live and work.

7.1.7 In terms of national planning policy, the overarching national planning policy guidance from Central Government is set out in the NPPF. The thrust of the NPPF is that sustainable development should underpin all planning decisions. The NPPF sets out the three main dimensions to sustainable development which it expects the Planning System to play a major role in achieving; these are economic, social and environmental.

7.1.8 In terms of economic well-being, the additional footfall that the proposal will attract will enhance the vitality and viability of this part of the town centre, which

has been in decline over recent years, as evidenced by the number of empty units along Cheap Street.

7.1.9 The proposal also contributes to the achievement of social well-being for the following reasons:

(i) It provides CIL contributions towards services within the District, which will contribute to improving the quality of life, well-being and health of the District and its people;
(ii) It provides a range of quality residential properties to rent within the town centre, including 13 affordable housing units (5.6% of the overall residential provision). A greater diversity of housing, located within central areas, is essential to the creation of sustainable communities and to facilitate easy access to jobs and services;
(iii) It provides new employment opportunities for people, both during and after construction;
(iv) It is highly accessible, affording easy access to goods and services for all people;
(v) It improves security within the town centre by providing streets that offer 24 hour natural surveillance;
(vi) It offers a permeable layout of streets, which provide pedestrians and cyclists with improved access to the Railway Station and Town Centre;
(vii) It improves the image and perception of the area, making the area a place of choice to live and work in;
(viii) It will provide a safe, attractive and vibrant environment. Vibrant places offer opportunities for social interaction which leads to a greater sense of community.

7.1.10 With regards to the contribution the scheme would make to the achievement of environmental well-being in the area, it is considered that the proposal would:

(i) Promote sustainability by providing additional retail and residential provision within a highly accessible town centre;
(ii) Improve the quality of the public realm;
(iii) Encourage travel by cycling, through the provision of shared cycle and pedestrian routes throughout the development;
(iv) Provide high quality, well designed buildings which will enhance the character and appearance of the area.

7.1.11 In order to deliver sustainable development, the NPPF sets out 12 core planning principles, of which the following are relevant to this development:

- **Building a strong, competitive economy**
  Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. The proposed development would meet these aims by supporting the construction industry in the short term; offering environmental enhancements to an unattractive area within the town centre; increasing the number of town centre residents who will help support local businesses; and by increasing the amount of commercial floorspace within the town centre.
- **Ensuring the vitality of town centres**

The NPPF recognises that residential development can play an important role in ensuring the vitality of centres. Development of this central site will help promote the vitality and viability of the town centre by encouraging a wide range of services in a good quality, accessible, environment.

- **Promoting sustainable transport**

  The NPPF recognises the important role transport policies have in facilitating sustainable development. In accordance with the NPPF, the application is supported by a Transport Impact Assessment and a Framework Travel Plan (these will be discussed in more detail later). The proposal will promote sustainable travel by offering improved connections to the railway station for both cyclists and pedestrians. Measures will also be incorporated within the travel plan which will help promote car clubs and cycling.

- **Delivering a wide choice of quality homes**

  One of the main aims of the NPPF is to ensure that the planning system delivers a wide choice of high quality homes, widens opportunities for home ownership and creates sustainable, inclusive and mixed communities. The provision of high quality private rented sector homes, located in a sustainable location, would help improve the diversity of housing to meet local needs.

- **Requiring good design**

  The NPPF attaches great importance to the design of the built environment. Paragraph 56 states that 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. It goes on to state that decisions should aim to ensure that developments:

  - will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
  - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
  - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
  - create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;
  - are visually attractive as a result of good architecture and appropriate landscaping.

  The proposal is considered to achieve the above aims for the reasons set out in Section 7.2 'Design'.

- **Conserving and enhancing the historic environment**

  The NPPF requires, inter alia, that local planning authorities take into account the following when making decisions that affect the historic environment:

  - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
  - the desirability of new development making a positive contribution to local character and distinctiveness; and
  - opportunities to draw on the contribution made by the historic environment to the character of a place.

The proposal is considered to achieve the above aims for reasons set out in Section 7.3.

7.1.12 The proposal will contribute to achieving the economic, social and environmental well-being of the area by regenerating a central site and transforming a poor quality environment. The regeneration of Market Street is part of a wider vision to regenerate the town centre. It will act as the catalyst for other town centre initiatives, such as redevelopment of the Wharf area.

7.1.13 The principle of development is therefore considered acceptable, subject to its compliance with other planning policies and material planning considerations.

7.2 DESIGN

Layout and Access across the Site

7.2.1 The layout has been carefully designed to integrate with the town centre, paying special regard to the urban grain of the surrounding area, including the pattern of movement across this area of the town centre and the pattern of blocks and plot widths. It provides a permeable layout, comprising secondary and tertiary roads that connect with the surrounding streets, offering a strong framework of north/south and east/west links.

7.2.2 The provision of a clear and identifiable north to south route, accessible to pedestrians and cyclists only, will link the train station with Market Street and the town centre beyond. It has been clearly defined by the Blocks either side, which have been orientated to reinforce the route.

7.2.3 The east - west tertiary roads will allow for vehicular access to the residential units and undercroft car park beneath Block H. These vehicular tertiary roads will cross the north – south pedestrian and cyclist route at two points. The Transport Assessment submitted with the application includes a forecast of the traffic generated from the residential units within the site and specifically those which will be accessed from Market Street and Mayor's Lane. The data shows that a total of 23 and 22 vehicles in the AM and PM peak hours respectively will be generated by the residential units within Blocks A to F. However, not all these vehicles will travel along the tertiary road which crosses the pedestrian North / South route. The limited number of car parking spaces provided off the tertiary roads also suggests that only a very limited number of vehicles will travel along the tertiary roads during the day. Furthermore, residents living off Mayor's Lane (those within Blocks D and F) will not be able to cross the pedestrian and cycle route by car (due to strategically placed retractable/lockable bollards which will be operated by keys/cards or codes held by on-site management). Only refuse collection / potential servicing vehicles will be permitted to cross at this point and this will only occur approximately once per week.

7.2.4 Therefore, given the low level of car movement it is not considered there will be any significant conflict with the safe movement of pedestrians and cyclists. Furthermore, all routes have been designed as shared surfaces, which will improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space.

7.2.5 Whilst the majority of the site will be cyclist friendly, due to the significant level change (of approximately 4-5m) across the site, the site will be split into two levels (Market Street Level and Station Level). This has necessitated the need for a series of ramps (max 1:8 gradient) with level platforms at regular intervals. Alongside the ramps will be a staircase set between planters. The visual impact of the ramps and staircase has been reduced through the use of soft landscaping.

7.2.6 The scheme offers a legible layout by providing clear routes, intersections and landmarks. The main pedestrian access into the site is from the north, which is marked by a new 'echo circle' (to replace the one to be removed), this will help draw people into the site and onto the next landmark, a landscaped area of green open space. End elevations of buildings have also been designed in such a way as to improve legibility and add visual interest to the scheme. This has been achieved through the use of painted brickwork and buildings set at angles to define the routes.

7.2.7 Wayfinding signs along the routes, which link to the wayfinding signs across the town centre, will also help movement across the site. Details of these can be secured by condition.

7.2.8 The width of the proposed streets varies, with roads tapering and then widening to add interest to the streetscape and accentuate areas of public space. This arrangement is typical of the town centre which is characterised by an irregular street pattern consisting of streets which widen and converge to create spaces within the centre.

7.2.9 The layout and arrangement of the blocks is such that the public spaces will be overlooked by buildings. In addition, each building has an active street frontage, either commercial (as is the case with Market Street and Station Approach) or residential. The scheme therefore provides a high level of natural surveillance which will help reduce opportunities for crime and disorder.

Scale, Height and Massing

7.2.10 The scheme comprises 2.5 to 6 storey buildings, which are effectively broken into 3 separate character areas:

1) Finer grain and narrow plot width buildings fronting Market Street and defining the north – south 'Station Walk' route. Typically 3 to 5 storeys in height.
2) Low rise apartments, terraced houses and semi detached houses of lower and simpler form in the centre of the site. Providing a more human scale to towards the centre of the site. Typically 2.5 to 4 storeys.
3) Formal wider, taller and grander buildings addressing 'Station Square', with the purpose of creating an impressive gateway into Newbury. Typically 5 to 6 storeys.

7.2.11 The gateway into Newbury from the station is marked by the tallest buildings within the proposed scheme, these are Blocks G and H, which stand 6 storeys high. Tall buildings are important to mark points of significant activity and emphasise important transport connections, as is the case here. They have

been designed to address the new 'Station Square' area and provide an important gateway into Newbury.

7.2.12 Blocks G and H are the tallest of all blocks, at 6 storeys high. However, their apparent height and scale have been reduced through the use of various architectural techniques outlined below.

7.2.13 The apparent height and scale of Block H has been reduced by 'pushing back' the centre of the structure to form a 'C' plan building, creating a defined ground floor 'base' in contrasting materials, setting back the 6th storey and breaking it up into a series of small gable roofs in contrasting materials and introducing narrow gables.

7.2.14 In terms of Block G, the applicants have taken on board pre-application advice and reduced the height of the building. The scale of Block G has also been reduced at the request of the Officer by the introduction of gabled roof forms facing the east and west elevations.

7.2.15 It is also important to note that the relative height of Blocks G and H from ground floor level reduce to the rear due to the significant changes in ground level. Both blocks effectively becoming 5 storey buildings to the rear (north).

7.2.16 Drawing No. SK_223 provides a series of cross sections through the site and the surrounding area to illustrate how the overall heights of the blocks relate to existing built form, both surrounding the site and across the town centre. The sections show that the height of the proposal relates well to the height of the Kennet Centre, Council Offices and Vue Cinema. The illustration also shows how the height of the scheme is comparable to the Parkway Development, which is also considered to sit comfortably within the town centre.

7.2.17 Blocks A, B, C and E form the northern and western perimeter of the site. They have been designed to respect the plot widths and heights of the buildings along Market Street. The height of Block B reduces from 4 storeys to 3 storeys at the eastern end, and a pitched roof has been introduced to respond to the reduced height and form of the buildings along Market Street. Towards the western end, gables fronting Market Street have been introduced. These varying roof forms and heights add variety and interest to the scheme, and reflect typical roof forms within the town centre. This arrangement is mirrored by Block A.

7.2.18 Blocks C and E comprise 4 to 5 storeys and form a transition between the 5 to 6 storey high buildings fronting Station Approach and Station Square and the 3 to 4 storey high buildings fronting Market Street. The scale of Block E has been reduced by the introduction of gabled roof forms facing the east and west elevations.

7.2.19 The scale of the end elevations of the wider, double plan, blocks (Blocks A, B, C, E, and G) have been broken down into narrower gables.

7.2.20 Blocks D and F are located within the heart of the site and are of a lower, simpler and more domestic scale than the blocks around the edge, and comprise mostly terraced dwellings. They have been designed to provide a transition between the reduced scale of the existing buildings to the east of the site and the increased

scale of the buildings to the west and south. Block J, located to the east of Block H, comprises a row of 2 ½ - 3 storey terraced houses, and acts as a transition between Block H and the existing buildings to the east.

7.2.21 The varying scale of the built form across the site is reinforced by the hierarchy of primary, secondary and tertiary roads which cross or surround the site. With the houses located along the tertiary roads and the taller flatted blocks located along the primary and secondary roads. This changing hierarchy of streets is considered one of the important characteristics of Newbury Town Centre.

Design and Materials

7.2.22 The buildings comprise a palette of traditional materials, such as red and grey brick, render and painted brickwork, all of which characterise the town centre. The elevations are regularly articulated and precise, and will, in coordination with a high quality landscape scheme, make a pleasant and welcoming residential development.

7.2.23 All blocks have been well articulated and have a strong vertical rhythm. The blocks have a typical plot width of 5 - 8 metres, reflecting the typically narrow plot widths in the surrounding Conservation Area of 5 - 10 metres. The buildings have been broken down into smaller elements with the introduction of gable roofs of varying heights. It is considered that this creates an interesting skyline which reflects the varied rooftops and skyline within Newbury Town Centre. It also helps accentuate the vertical rhythm of the buildings, as does the proportion and alignment of the windows, projecting bays, narrow gables and rainwater goods that rise up through each storey breaking the buildings into individual narrow fronted buildings. The vertical proportions of the proposed buildings reflect the vertical proportions that characterise the buildings within the town centre.

7.2.24 The proposed use of several types of bricks is welcomed: not only will the brick choices reflect brickwork in the town centre, but the use of several types of brick, as well as render, will help break down the scale of the development. To ensure the bricks are of a high quality, samples can be required by condition.

7.2.25 The ground floor commercial frontages along Market Street and Station Square and Station Approach are clearly delineated from the residential floors above through the use of contrasting materials and glazed shopfronts, the proportions of which reflect other shopfronts within the town centre. The shopfronts give the buildings a defined 'base' which helps reduce their overall height and adds interest to the elevations.

Public Realm

7.2.26 Paragraphs 7.2.1–7.2.9 above touched upon the landscaping and public spaces that are proposed and how they will help define the routes. This section will consider the quality of the public realm in terms of public spaces, materials and public art.

7.2.27 The proposed site contains three areas of open space that are designed not only to improve the legibility of the scheme but also to provide areas for the public to stop and enjoy. The areas are as follows:

- Echo Circle at the northern entrance to the site;
- 'The Green' at the north section of Station Walk;
- Station Square.

7.2.28 The new Echo Circle will replace the existing Echo Circle that is to be removed. It will form the main northern pedestrian and cyclist entrance into the site. It will be surrounded by areas of shrubs, herbaceous planting and several trees. It is to be laid out in such a way as to form a walkway/cycleway around either side. The replacement of the Echo Circle in this location is welcomed.

7.2.29 The area of public space referred to as 'The Green' to the north of Station Walk is to be set to lawn with semi-mature trees, defined by upstand seating edges and encompassed by footpaths. It will be surrounded by commercial and residential units, as well as the proposed Community Hub.

7.2.30 The new plaza area 'Station Square' in front of the railway station will help provide an important gateway into the town centre. It will be surrounded by the commercial properties at the ground floor of Block H, and provide an area of open space for shoppers, residents and station users. Soft landscaping is proposed to define this area and demarcate it from the shared surface of Station Approach. There is also an opportunity for public art in this area.

7.2.31 Landscaping is proposed along the ground floor of each block, which not only helps to delineate private and public spaces (in most cases), but also provides a soft 'green' element and helps reinforce the streetscene.

7.2.32 The proposed planting along the north – south route is carried on through to the ramps and stairs, with planting alongside and between the ramps and stairs. This helps soften what could otherwise be an unattractive heavily engineered section.

7.2.33 The application also proposes improving the footpaths along existing street frontages, by increasing pavement widths, resurfacing using high quality materials and providing new street furniture, lighting and planting of trees.

7.2.34 A plan showing an indicative public art strategy has been submitted, this includes the Echo Circle and opportunities for public art on the east and south elevations of the multi storey car park. The inclusion of public art within the scheme is an important element and will contribute to a high quality public realm. A condition is therefore recommended requiring full details of a public art strategy.

7.2.35 From an urban design perspective it is considered that the proposal achieves an adequate mix of soft and hard landscaping, whilst allowing for the movement of pedestrians, mobility impaired users, pushchairs, cyclists, vehicles (on the east – west routes) and refuse turning movements.

7.2.36 It is considered that the proposal would offer a high quality attractive public realm, that offers a permeable and legible layout, with a seamless series of active streets and spaces.

Multi Storey Car Park

7.2.37 A multi storey car park (MSCP) is proposed in the south west corner of the site, situated behind the Council offices and the flats at Bartholomew Court and bounded to the south by the railway line.

7.2.38 Due their function and nature, MSCP's tend to be large, monolithic structures. Elevational treatments such as high quality cladding or green walls can help overcome this by creating 'light weight' elevations and providing interest to the building. In this case, the applicants are proposing narrow powder coated aluminium louvered panels (colours to be conditioned by way of a materials condition) to help give a lightweight appearance to the building and add interest to its elevations.

7.2.39 The MSCP's location is such that it benefits from the backdrop of the Council offices and Bartholomew Court, thereby helping reduce its visual impact on the area.

Conclusion to Design

7.2.40 It is considered that the scheme has been designed to a high standard, taking design cues from the surrounding Conservation Area, e.g. in its use of gables, parapets, narrow plot widths, vertically proportioned buildings and varying roof heights. Rather than provide a series of large monolithic blocks the applicants have used various design devices to break up the scale and massing of the buildings, thus reflecting the scale and massing of the surrounding area. The scheme also enhances the character and appearance of the Conservation Area by strengthening existing connections through the site, introducing a hierarchy of new streets which reflect the urban grain of the area and offering a high quality public realm. The design of the scheme is therefore considered consistent with the NPPF, Policies CS14 and CS19 of the Core Strategy and the Market Street Planning and Design Brief.

7.3 IMPACT UPON THE HISTORIC ENVIRONMENT

7.3.1 The key issues for consideration are considered to be:

a) Whether the proposal would preserve or enhance the character or appearance of the Conservation Area;
b) Whether the proposal would preserve the character and setting of nearby listed buildings.

7.3.2 A Heritage Impact Assessment carried out by Oxford Archaeology has been submitted in support of this application. This report provides an assessment of the impact the development would have on the character and appearance of the Conservation Area and the setting of nearby listed buildings.

7.3.3 Newbury Town Centre Conservation Area is characterised by 18th and 19th century buildings with some newer infills of varying quality. The main commercial streets (Northbrook Street, Bartholomew Street and Market Place) comprise mostly 3 storey buildings. However, newer developments of 4-6 storeys have been successfully incorporated into the town centre, most notably, the recent Park Way development.

7.3.4 Beyond the main commercial core of the town centre, the scale of development tends to reduce, and is typified by lower scaled terraced and semi-detached homes from the 18th and 19th centuries.

7.3.5 In terms of the characteristics of the site, whilst the site is located within the Conservation Area it does not currently make a positive contribution to the character of the area. It contains unattractive surface level parking, a bus station of no architectural interest and a row of 20th century houses along Highfield Avenue which, whilst not unattractive, are of no particular architectural or historic interest. Furthermore, the historic character of the area immediately surrounding the site has been lost through modern developments such as the cinema, the Kennet Centre and the Council Offices.

7.3.6 The description of the Market Street area contained within the Newbury Historic Character Study confirms this assessment:

> *"South of Market Street are modern offices and the new Baptist Church, bus station and railway station. These occupy the rear of former medieval plots along Bartholomew Street and Cheap Street and an area between these which remained as open field until the railway was built c 1840. The 19th-century station building remains although alterations have been carried out. At present there is a row of early 20th-century houses between it and the bus station. The bus station site was first developed for the cattle market and later became a multi-storey car park. The station car park has been built on a former quarry site. Brick and tile are the predominant building materials, although the West Berkshire Council offices, which dominate the area have flat roofs. Street furniture is of modern design apart from older style lampposts close to the railway station building. There is little surviving historic character here and the scale of the modern development closes off views into the rest of the town. Access from the railway station into the town is unattractive leading past the A339 (T) relief road."*

7.3.7 Important to note from the above is the fact that the scale of surrounding modern development is such that it has closed off views into the rest of the town. Views of important historic landmark buildings within the town centre are either limited or non-existent. The very top of the spire to the Grade II listed Town Hall is only visible from limited parts of the site (mostly during the winter months), such as the tops of the steps from the Council staff car park. Even then it is only barely visible above the top of the Kennet Centre. The site is therefore disconnected from the wider town centre, both visually and physically. The latter due to the lack of permeable connections.

7.3.8 It is acknowledged that the height of the proposed development is greater than the existing historic development along Cheap Street and Market Street. However, the apparent height and scale of the buildings have been reduced through the use of various architectural techniques, including the creation of a defined ground floor 'base' (often in contrasting materials); setting back upper storeys on the tallest blocks; and breaking up the scale of the buildings through the use of varying materials, roof forms, heights and orientations.

7.3.9 As set out in the previous section, the design of the scheme is considered to reflect the main characteristics of the Town Centre Conservation Area. In particular, special regard has been given to the following:

- Creation of a strong vertical rhythm, not only in terms of elevational treatment but also in terms of giving the impression of narrow plot widths to reflect the historic grain of the area.
- Maintaining vertical rhythm whilst providing variety between the vertical elements e.g. by changing the window size, proportions or spacing between blocks. Thus avoiding the creation of monotonous blocks.
- Providing vertically proportioned windows to reflect the sash windows which characterise the town centre.
- Varying roof heights and forms to add interest to the skyline and accentuate the vertical divisions in the street. This is typical of the town centre, which displays an interesting mix of gables, hips and flat roofs of varying heights and orientation.
- Providing roads with varying width to height ratios which reflect the relative status of the street.
- Providing a predominantly brick based architecture (consisting of brick colours to reflect those found in the town centre) but broken up with white painted brickwork or render to highlight certain buildings and add interest to the streetscene.

7.3.10 There are no listed buildings within the development site, but there are numerous listed buildings along the surrounding roads, particularly along Bartholomew Street and Cheap Street. However, none of these buildings are directly adjacent to the site. Whilst views of the proposed development would be possible from some of the listed buildings, particularly from no's 48-50 Cheap Street, there is no heritage importance to this view.

7.3.11 For the reasons listed above, it is not considered that the proposal would cause any harm to the character or appearance of the Conservation Area or the setting of any nearby listed buildings. Indeed, it is felt that the proposal would offer much needed enhancements to this part of the town centre and improve its relationship with the wider town centre and Conservation Area.

7.4 IMPACT UPON THE RESIDENTIAL AMENITIES OF THOSE PREMISES ADJOINING THE APPLICATION SITE

7.4.1 The site is mostly surrounded by commercial and office buildings; however there are several residential properties adjacent to the site that will be impacted by the proposed development. These properties include the Quaker House (although not a permanent residence it has still been included) and 1 – 16 Mayor's Lane.

7.4.2 In order to assess the impact of the proposed new buildings on these existing properties the applicant commissioned a sunlight and daylight assessment to be undertaken. This was based on the British Research Establishment (BRE) guidance - Site Planning for Daylight and Sunlight a Guide to Good Practice (1991). This guidance sets out a minimum level of daylight and sunlight which rooms in residential dwellings should receive.

7.4.3 The analysis found that the impact on the above properties is isolated and limited to two rooms (1st floor window on the west elevation of Quaker House and 1 ground floor window in the southern elevation of 1 – 16 Mayor's Lane).

7.4.4 The results found that whilst these two rooms do not meet BRE guidelines in relation to sunlight and daylight, they are only marginally in excess of the BRE guidelines. Given the site's urban location and the relatively minor and isolated effects on these properties it is not considered that the impact would be such as to warrant refusal.

7.5 AMENITY OF FUTURE RESIDENTS

Accessibility

7.5.1 The proposal comprises a traditional street pattern which provides full access throughout the site for pedestrians, cyclists, the mobility impaired and other vulnerable users.

Privacy and Outlook

7.5.2 In terms of the relationships within the site and privacy levels, the rear to rear distances between the 2 storey town houses in the centre of the proposed scheme (Block F) range from 11 to 13m; and the front-to-front distances across the entire development range from 8m to 15m.

7.5.3 Whilst the rear to rear distances between the town houses do not fully meet the requirements set out in West Berkshire's 'Quality Design - Residential Development' SPG, this relationship is typical in high density urban areas, where expectations of privacy tend to be lower. Furthermore, more flexible standards are required to ensure the most efficient use of sustainable brownfield sites.

Sunlight and Daylight

7.5.4 Shadow Path Diagrams submitted within the application demonstrate that in the summer all residential units will receive sunlight at various times during the day. During the winter however, Blocks A, B, D, F and G will receive only limited sunlight during the day and all north facing single aspect units will be in shadow throughout the day.

7.5.5 However, this level of sunlight and daylight is not considered to be untypical in higher density town centre locations and is not considered so significant as to warrant refusal.

Amenity Space

7.5.6 All houses are provided with private amenity space, whilst most apartments above ground floor level have access to a private balcony. The site is located within a highly sustainable central location, where access to a wide range of amenities is available. Furthermore, a Residents' 'Hub' is proposed which will provide internal community space for the residents. It is therefore considered

that the proposed level of private amenity space is acceptable within this town centre location.

7.6 HIGHWAYS

7.6.1 This planning application is linked to planning application 15/03164/FUL that was approved to relocate the existing bus station within the site to The Wharf. This development is making a £500,000 financial contribution to the new bus station.

Layout

7.6.2 Vehicular access is provided via three existing access roads, being the station approach road owned by Network Rail, the unadopted access road serving West Berkshire Council and the public highway of Mayors Lane.

7.6.3 A drop off area and turning area is being provided fronting the train station that will also serve the parking being provided for blocks G and H that front onto the train station forecourt area. The access road serving West Berkshire Council will be aligned fronting the offices to give priority to this route that will serve the proposed MSCP in the south west corner of the site. Block E, Block F (part) and Block J in the centre of the development will also be served from this route via a new west to east access road that will reach the south east corner of the development.

7.6.4 Mayors Lane will be retained and will provide access to the northern area of the site by providing an east to west through road through to the area of the West Berkshire Council offices. Highway Officers remain concerned regarding some proposed bollards on this route that should be removed to ensure that a refuse vehicle can loop through the site.

7.6.5 These proposed lightly trafficked access roads within the site should be designed as shared surfaces. From the latest plans submitted, what would appear to be narrow footways are still shown. Highway Officers would prefer a uniform surface across the whole width.

7.6.6 Highway Officers consider that further design work is required regarding pedestrian routes in the vicinity of the entrance barriers to the MSCP.

7.6.7 Highway Officers consider that all of these items can be provided through appropriate conditions.

7.6.8 The proposal includes a pedestrian / cycle route through the site linking the train station towards the town centre. The consideration is that pedestrians will route towards Bartholomew Street and also towards the Kennet Shopping Centre. This results in the route branching into two as it approaches Market Street. Part of the route consists of a ramp and a footpath with steps from train station level to Market Street level. The pedestrian / cycle route will be crossed by the proposed internal access roads. Vehicular traffic will be prevented from using this pedestrian / cycle route by the provision of bollards.

7.6.9 Highway Officers will aim to have all new proposed access roads and pedestrian / cycle routes adopted as public highway along with the road that will serve the MSCP. Highway Officers are also content to adopt the station forecourt area.

Parking

7.6.10 For residential development, the West Berkshire Council Housing Site Allocations DPD Parking Standards for New Residential Development has been referred to. For this site, which is in zone 1, two spaces are required for all three bedroom units with one space for all two bedroom units and 0.75 spaces for one bedroom flats and 1.0 space for one bedroom houses.

7.6.11 With these standards, some 228 car parking spaces are required. A total of 108 car parking spaces are proposed with 54 spaces provided accessed from train station level for blocks G and H, with 54 spaces provided around the site accessed from Market Street plus five retained for the Quakers Meeting House. The development is in a very sustainable location, and it is unlikely that 228 parking spaces will be required. Evidence for this has been taken from surveys of the nearby Imperial and Bartholomew Court development including recent surveys by highway officers as recent as October 2016. Nevertheless, Highway Officers are uncomfortable with only 108 spaces. It has therefore been agreed to provide additional car parking for residents within the proposed MSCP, which will be mainly empty of Network Rail and West Berkshire Council car parking overnight and weekends. The uses therefore lend themselves to share the car park in this way. This will all need to be finalised with a Car Parking Management Plan to be submitted and secured by condition.

7.6.12 Accessed from Market Street, West Berkshire Council currently has 203 car parking spaces available for West Berkshire Council serving nearly 400 staff. Over a few days during April and October 2016, Highway Officers counted between 157 and 215 cars within the car park. The car park is virtually empty overnight weekdays and at weekends.

7.6.13 Accessed from the station approach, Network Rail have 142 car parking spaces north of the railway station including 32 season ticket holders, 1 drop off and First Great Western van space. From counts organised by the applicant's highway consultants during July 2015 and Highway Officers during April 2016, the car park is mostly full during the day during the week, and is mostly empty overnight weekday and at weekends.

7.6.14 To replace all of the above, within the south eastern part of the site, a MSCP is proposed. Plans reveal a car park on five levels providing 404 car parking spaces including 15 spaces for disabled persons. The MSCP will be accessed off Market Street to follow the design ethos of maximising the public realm at the station forecourt. There is however an emergency or service access for the MSCP provided from the train station level.

7.6.15 An additional 50 car parking spaces will be added to Network Rail car parking providing 192 spaces within the MSCP.

7.6.16 150 car parking spaces will be provided for West Berkshire Council staff. From the counts taken in April 2016, this would be a shortfall of between 7 and 65 spaces.

7.6.17 The Market Street public car park has 71 car parking spaces which appear to be frequently near or at capacity. This car park will be lost by the proposed development. This gives a deficit of between 78 and 136 car parking spaces within Newbury town centre. However the Traffic Services Manager advises that up to 200 car parking spaces are used within Newbury town centre by Vodafone. This car parking will be freed with this parking being relocated to new additional car parking being provided at the Vodafone headquarters. There should therefore be sufficient car parking within the town centre to absorb the loss of the Market Street public car park and the displaced West Berkshire Council staff car parking.

7.6.18 The proposed development complies with West Berkshire Councils '*Cycle and Motorcycle Advice and Standards for New Development from November 2014'.*

7.6.19 16 spaces seem to be provided for taxis and drop off fronting the train station which is acceptable.

7.6.20 Rail Replacement coaches can be accommodated within the station approach area.

7.6.21 Car parking will be retained but relocated within the site as the development proceeds. This can be secured in more detail by condition.

Traffic generation

7.6.22 To project traffic levels for the residential development, the Transport Assessment has used the Trip Rate Information Computer System (TRICS), which is a national database containing traffic survey data on many different uses including town centre residential uses. The following is provided within the Transport Assessment:

Period	Arrive	Depart	Total
Weekday AM Peak (08.00 to 09.00)	0.078	0.243	0.321
Weekday PM Peak (17.00 to 18.00)	0.191	0.103	0.294

Expected traffic generation per residential unit

7.6.23 This would produce the following traffic generation for the residential development.

Period	Arrive	Depart	Total

Weekday AM Peak (08.00 to 09.00)	18	55	72
Weekday PM Peak (17.00 to 18.00)	43	23	66

Expected total traffic generation from Market Street residential part only

7.6.24 Highway Officers consider the above projection to be sufficiently robust for a site within the centre of Newbury.

7.6.25 There will also be an increase in the train station car parking of 50 spaces as mentioned earlier. The traffic surveyed by the applicants to and from the car park has been increased in proportion to the increase in traffic. This gives an increase in traffic from the car park of 28 vehicles arriving during the AM peak and 54 leaving during the PM peak.

Period	Arrive	Depart	Total
Weekday AM Peak (08.00 to 09.00)	46	55	101
Weekday PM Peak (17.00 to 18.00)	43	77	120

Expected total traffic generation from Market Street

Traffic distribution

7.6.26 Traffic for the residential development has generally been distributed as per traffic survey data, which is considered to be acceptable. Traffic has also been reassigned on the highway network from the loss of parking such as the Market Street public car park, the bus station and from the train station car parking now being accessed from Market Street.

7.6.27 Whilst the West Berkshire Council car park will be relocated, the access to it will remain in its current position off Market Street; as a result no changes in traffic flows are expected in this regard.

7.6.28 Overall, we can therefore expect the following traffic increases in the following locations:

	Traffic levels without development (with development)	
	AM 08.00 to 09.00	PM 17.00 to 18.00
Bear Lane west of A339	742 (782)	879 (959)
Cheap Street south of Market Street	278 (322)	180 (169)
Bartholomew Street south of Market Street	1124 (1199)	1087 (1136)

Traffic increases from proposal in the vicinity

Traffic Modelling

7.6.29 The applicants highway consultants organised traffic surveys during peak travel periods in early July 2015 for all junctions along Cheap Street, Bear Lane, Market Street, Bartholomew Street and Newtown Road.

7.6.30 As is standard practice, all traffic survey data has been growthed up to 2021. Also included are expected completions at Newbury Racecourse housing development to 2021, 50% of the potential London Road Industrial Estate, the A339 / Fleming Road junction, and the Sterling Industrial Estate and B3421 link road. Also included are the proposed current junction improvements for the A339 / A4 / B4009 Robin Hood Gyratory and the A339 / B3421 Kings Road / Bear Lane Roundabout.

7.6.31 The following scenarios have therefore been modelled:

1.2021 traffic growth, plus committed development;
2. 2021 as 1.plus the proposed development.

7.6.32 To consider the traffic impact of the proposal, traffic modelling software packages have been used to model the following junctions:

a. A339 corridor, Market Place / Cheap Street junction using the Council's VISSIM that covers the A339 and parts of Newbury town centre;
b. Site Access / Market Street junction;
c. Market Street / Bartholomew Street signal junction using LinSig software;
d. Bartholomew Street / Pound Street / Newtown Road signal junction LinSig software.

7.6.33 Regarding the Market Street / Bartholomew Street signal junction, and the Bartholomew Street / Pound Street / Newtown Road signal junction, the LinSig models suggest a limited impact from the development. For instance the Bartholomew Street / Pound Street / Newtown Road junction is as follows:

Junction	From Arm	2021 without development	2021 with development
Bartholomew Street / Pound Street / Newtown Road	Newtown Road	60	60
	Pound Street	28	28
	Bartholomew Street	44	56

AM peak average queue lengths in metres

Junction	From Arm	2021 without development	2021 with development
Bartholomew Street / Pound Street / Newtown Road	Newtown Road	44	44
	Pound Street	28	28
	Bartholomew Street	83	94

PM peak average queue lengths in metres

7.6.34 The results suggest a similar limited impact at the Market Street / Bartholomew Street signal junction. However Highway Officers have some concerns. While LinSig is a good modelling software package in modelling traffic signal junctions in isolation, Highway Officers are concerned that traffic will often queue from one junction to another along this route. There are issues with these junctions being that the controller and signal equipment is in need of replacement as it is nearing the end of its life. It would not be justified to ask any development to fund such items as it could be argued that this is replacing equipment that the highway authority should be replacing anyway as part of a usual maintenance routine. However Highway Officers do consider that the development could contribute to the provision of software that would link the junctions more effectively. A financial contribution of £20,000 is therefore sought and has been agreed with the applicants.

7.6.35 Regarding the A339, the junction on the A339 that will have the most impact from the development will be the A339 / B3421 Kings Road / Bear Lane Roundabout. The VISSIM traffic model provides the following results:

Junction	From Arm	2021 without development	2021 with development
A339 / B3421 Kings Road / Bear Lane	A339 (N)	211	233
	Kings Road	140	149
	A339 (S)	251	247
	Bear Lane	145	147

AM peak average queue lengths in metres

Junction	From Arm	2021 without development	2021 with development
A339 / B3421 Kings Road / Bear Lane	A339 (N)	30	32
	Kings Road	41	41
	A339 (S)	87	107
	Bear Lane	33	40

PM peak queue lengths in metres

7.6.36 Highway Officers are of the view that the development has a limited impact on this junction, and therefore no financial contribution will be sought.

Mitigation

7.6.37 A Travel Plan (TP) is proposed that is described in the relevant section within this report.

7.6.38 Personal Injury Accident (PIA) data has been obtained for the roads surrounding the site. The data available shows that there are no clusters of accidents beyond what would be typical given the traffic flows. Therefore no mitigation is required in this regard.

7.6.39 The existing Market Street / Council office access / Kennet Centre MSCP exit will be retained as a mini roundabout along with the existing pedestrian refuge crossing.

7.6.40 Due to the re-location of the bus station to the Wharf area, a westbound bus stop on Market Street has been incorporated into the development and will be provided by the developer within a lay-by for up to two bus stops. For the eastbound bus stop, highway officers have agreed the provision by the developer of a lay-by for one bus stop. A bus shelter will also be provided on both sides of the road.

7.6.41 The existing turn right lane within Market Street for the existing bus station will be removed and new road markings applied.

7.6.42 The priority of the junction fronting the West Berkshire Council offices will be altered to give priority to the existing access road that will serve the proposed MSCP. This will consist of changes to white lining and a kerb build out alongside New Market House.

7.7 WASTE MANAGEMENT

7.7.1 The Waste Officer raised a number of concerns with the proposal, with regards carry distances from the bin stores (in particular Blocks G and H, where the carry distances are too great for safe collection of bulk bins), provision of separate commercial waste stores within Blocks A, B and C, and the adequacy of the swept path analysis for large refuse vehicles.

7.7.2 Amended plans and additional information were therefore submitted which provided a revised swept path analysis for a larger (11.2m) refuse vehicle, which the Highways Officer raises no objections to, and clarification regarding commercial waste storage and carry distances from the bin stores within each Block.

7.7.3 In order to overcome the concerns regarding carry distances from Blocks G and H, which remain the main area of concern for the Waste Officer, the applicant proposes collecting waste and recycling from these Blocks using a private waste contractor.

7.7.4 The Waste Officer has expressed concerns with the use of a private waste contractor to serve Blocks G and H, owing to the fact that the Local Authority has a statutory duty to collect refuse and recycling from domestic council-tax paying properties. Whilst the Case Officer appreciates these concerns, from a planning point of view, provided the waste is being collected, which can be secured by condition and a legal agreement, there are no planning grounds for refusing the application.

7.7.5 In conclusion on this matter, there is nothing to inhibit the collection of waste from any of the proposed development, subject to appropriate agreement and/or the adoption of highway land. Other legislation may require alternative provisions to be made depending on the final outcome of any management agreements. A s106 requirement will be applied to ensure appropriate management is secured where necessary.

7.8 TRANSPORT POLICY

Legibility, Wayfinding and Access (for cyclists)

7.8.1 Following comments from the Case Officer and Transport Policy Officer, changes were made to the main northern entrance into the scheme, including replacing the proposed tree with an Echo Circle and incorporating Wayfinding signs across the site. These changes are considered to improve the legibility of the main route to the station for pedestrians and cyclists.

Car Parking Provision

7.8.2 Whilst original comments from the Transport Policy team raised no objections to the proposed level of car parking, their position has now changed. The Transport Policy officer is concerned that the proposed level of residential car parking is below the standard set out in Policy P1 of the West Berkshire Council Housing Site Allocations DPD.

7.8.3 Whilst they accept that the site can be considered an 'exceptional circumstance' (note iii of Policy P1), and a lower car parking provision can therefore be justified, they do not agree that that these circumstances can justify 108 spaces for 232 dwellings when the policy standard would be for 228 spaces.

7.8.4 In order to overcome this issue, it is recommended that a Parking Management Strategy is secured through condition to allow for the use of a defined number of spaces within the MSCP by residents outside of office hours. This solution, in conjunction with measures to encourage other modes of transport contained within the Travel Plan, is acceptable to the Transport Policy and Highways Officers, as well as the applicant.

Ramp to Station Level

7.8.5 Original plans proposed to place 'Cyclist Dismount' signs at the top and bottom of the ramp. This is due to the gradient of the ramp (which would increase the speed of cyclists) and the potential conflict between fast moving cyclists and the mobility impaired or other vulnerable users, who are most likely to use the ramp.

7.8.6 The Transport Policy Officer raised concerns about the use of such signage, as 'Cyclist Dismount' signs are considered to be very negative and contrary to the aims of the Local Transport Plan and the Active Travel Strategy, which seeks to make cycling at least as desirable as any other mode of transport, with the goal of increasing cycling in the District.

7.8.7 To overcome this it was requested that the ramp was widened from 3m to at least 4.5m and the height of edge restraints at either side increased from 1.1m to 1.4m, to allow for fast moving cyclists.

7.8.8 Whilst the Case Officer appreciates the concerns of Transport Policy and the need to encourage cycling across the District, a balanced decision needs to be made in terms of the impact the proposed changes to the ramp would have on the visual appearance of the scheme.

7.8.9 Currently the visual impact of the ramps and stairs has been reduced through the use of soft landscaping alongside and between the ramps and stairs. A wider ramp would result in the loss of this planting, and the creation of a wide heavily engineered section. Furthermore, it is considered that to increase the width of the ramp by 1.5m would encourage cyclists to travel at greater speeds, thereby increasing the potential for conflict between cyclists and vulnerable users.

7.8.10 Given the fact that the majority of pedestrians would use the stairs, it was considered that a compromise could be achieved whereby only minor changes were made to the design of the ramp.

7.8.11 The Highways Project Manager was therefore requested to assess the level of usage and design of the proposed ramp. They concluded that:

- In the peak hour it is estimated that the ramp will experience less than 120 pedestrians and 60 cyclists (given most pedestrians will use the more direct stair option). Given these flows, for shared routes the width should be 2.2m with an additional 0.5m at each edge if there is a vertical feature above 0.6m. Given the fact that a railing is proposed, the shared route should be 3.2m.
- The Transport for London's Cycle Design Guidance says the minimum radius on shared routes should be 14m, so the bend in the route would fall below this. However, the 14m radius is to maintain a given design speed. At this location Highways would actively be looking to reduce cycle speeds (on the down-hill section) as they will need to give way to the more vulnerable users (pedestrians using the stepped walkway). It is therefore argued that a much lower radius would be acceptable along with changes in surface material etc. to further reduce speeds.

7.8.12 Amendments to the design of the ramp were therefore sought. These amendments included widening the main section of the ramp by just 0.2m and some minor easing/widening of the bend at the bottom of the ramp to ensure a disability scooter and cycle can comfortably safely pass each other. The Transport Policy Officer finds these amendments to be acceptable.

7.8.13 The amendments are considered to offer an acceptable compromise, which would allow the ramp to be used by cyclists and other users whilst maintaining the proposed planting between the ramp and stairs.

Travel Plan

7.8.14 A comprehensive Travel Plan is to be secured as part of the S106 Agreement in order to encourage use of sustainable modes of transport and car sharing and will be aimed at residents, employees of the retail units and other facilities and customers. As parking within the development and the surrounding area is limited, the Travel Plan will help reduce the reliance on the car, and therefore reduce the impact of the development on the surrounding highways network. The Travel Plan should include, inter alia, details regarding the location of Electronic Vehicle (EV) charging points within the MSCP, provision of free cycle training to residents with an incentive of a voucher towards a bike or cycle equipment available once the cycle training has been completed and a contribution towards the Car Club.

Rail Replacement Coaches

7.8.15 The number of rail replacement coaches catered for and how they can operate has been designed in conjunction with Network Rail. No objections have been received from Network Rail. The provision for replacement rail coaches is therefore considered acceptable.

7.9 NETWORK RAIL

7.9.1 Network Rail have raised no objections in principle to the proposal providing any impact on the retaining wall at the back of the existing Network Railway car park (which is to run alongside the proposed Station Approach road) is agreed in advance, this can be controlled by an appropriately worded planning condition.

7.9.2 Network Rail also set out a number of requirements for the safe operation of the railway and the protection of Network Rail's adjoining land, covering areas such as fencing, drainage, safety during construction, access to railway, site layout, piling, excavations, signalling, plant/scaffolding and cranes, Party Wall, Method Statements, lighting, safety barrier at railway line, foundations and ground disturbance. The applicants have been made aware of these requirements and informatives are to be attached.

7.10 TREES AND LANDSCAPING

7.10.1 The majority of the trees and hedges on the site are approximately 25-30 years old around the banks of the car parks and along Highfield Avenue. The trees are mainly cherry, field maple, maples and poplars, with a Leyland cypress hedge.

7.10.2 There are two significant trees on site which are to be retained. The mature Horse Chestnut by the junction of Highfield Avenue and Mayors Lane which is approximately 100 years old and the semi-mature London Plane tree by the junction of Mayors Lane and Market Street, which is approximately 50 years old. There is a significant Yew tree located within the garden of the Quaker meeting house which needs to be protected as part of the development.

7.10.3 An Arboricultural Survey and preliminary method statement was submitted with the application which showed the location and position of the trees and their root protection areas shown with tree protection measures. The preliminary arboricultural method statement showed generic detail on how the trees will be protected. The Tree Officer felt that further information was necessary to demonstrate that the retention of the existing trees can be achieved in the medium and long term and that there is going to be minimal pressure on the trees to prune.

7.10.4 More detail was also required regarding the proposed planting and management to ensure adequate large long lived species are planted to mitigate against the loss of the trees on the site.

7.10.5 Following this request, additional tree protection information and amended soft/hard works plans were submitted. The Tree Officer is satisfied that the additional and amended information is acceptable and that the scheme will ensure that adequate rooting areas would be given to the proposed new planting on site.

7.10.6 Within the Root Protection Areas the existing hard surface is to be retained as a temporary ground protection layer during construction rather than being removed through demolition. After the removal of hard standing by hand tools, replacement paving is being installed using a no-dig construction method. The existing sub-base would be de-compacted using an airspace with a soil probe. This is a recognised method of constructing hard standing within the RPA's of

trees. The Tree Officer is satisfied that if supervised by a competent arboriculturalist this would ensure the long term retention of the retained trees.

7.10.7 The Tree Officer therefore raises no objections subject to various conditions.

7.11 SUDS

7.11.1 Core Strategy Policy CS16 states that on all development sites, surface water will be managed in a sustainable manner through the implementation of Sustainable Drainage Methods (SuDS).

7.11.2 The applicants have submitted a Drainage Strategy which shows how the scheme will handle surface water drainage.

7.11.3 The SUDS Officer has assessed the Drainage Strategy and whilst they acknowledge that there is likely to be enough capacity in the designed system, they have serious concerns with regards to the lack of green SUDs. They feel that the scheme relies too heavily on permeable paving for storage and attenuation, which they feel has resulted in the scheme being heavily dominated by paving. They have requested that other methods such as planted channels (rills), bio-retention systems, water features and tree pits are incorporated. However, their biggest criticism of the drainage strategy is the omission of any rainwater harvesting.

7.11.4 In terms of the SUDS Officer's concerns about the amount of paving, the Case Officer takes a different stance. Given the site's urban location, and the need to provide carriage-ways of a sufficient width to allow for the movement of pedestrians, mobility impaired users, pushchairs, cyclists, vehicles (on the east – west routes) and refuse turning movements, it is considered that the proposed mix of soft and hard landscaping is acceptable and would not result in a 'sea of paving'. For the reasons given in the design section earlier in the report, it considered that the scheme offers a high quality attractive public realm that offers a permeable and legible layout, with a seamless series of active streets and spaces.

7.11.5 With regards to the lack of any rainwater harvesting, the applicants have confirmed that the associated cost of providing this type of infrastructure, particularly for the apartments is too great. Instead, the applicant has agreed to provide water butts in the private gardens of the houses to enable rainwater re-use. This will be secured by condition.

7.11.6 Policy CS16 of the Core Strategy also states that surface water should be managed in a sustainable manner through the implementation of Sustainable Drainage Methods (SUDs) in accordance with best practice and the proposed national standards, and to provide attenuation to greenfield run-off rates and volumes, for all new development and re-development and provide other benefits *where possible* such as water quality, biodiversity and amenity. In this case, the provision of other benefits, such as rainwater harvesting, is not possible due to the impact it would have on the viability of the scheme. Furthermore, it would not provide any significant additional benefits to how the development manages surface water run off.

7.11.7 However, supporting information submitted with the application (paragraph 6.12 of the submitted 'Preliminary Ecological Appraisal and paragraphs 6.73 and 6.74 of the 'Planning Statement') states that living roofs are to be provided as an ecological feature. Full details of the total area covered, location and type of living roof will be secured by condition as part of an Ecological Management Plan.

7.11.8 In terms of run-off rates, it is unlikely that the scheme will achieve greenfield run-off rates and volumes. The preliminary Drainage Strategy submitted with the application states that due to the highly urbanised nature of the site, it is unlikely that these rates will be achieved, instead a reduction of 50% is proposed. Whilst it is accepted that the proposal would fail to fully comply with Policy CS16, it is considered that the economic and social benefits of the scheme would outweigh any harm caused. Furthermore, a condition is recommended requiring a detailed Drainage Strategy, which will be assessed by the LPA in consultation with Thames Water to ensure that the site does not lead to any sewage flooding and to ensure sufficient capacity is made available to cope with the development. Thames Water and the Environment Agency have not raised any objections in relation to this matter.

7.11.9 An essential part of the drainage system for the lower part of the site at the MSCP is the need for a pumping system to lift surface water to the higher level. The SUDS Officer is concerned that no details have been provided about what would happen in the event of pump failure and how it would be managed in the long term. Further details are therefore required detailing what the pumping system will involve and how it will operate. It is therefore considered appropriate to request these details by condition to ensure that the development would not result in any flooding of the lower part of the site in accordance with Policy CS16.

7.11.10 Thames Water have also assessed the scheme and have raised no objections subject to the inclusion of conditions requiring details of on and/or off site drainage works and impact studies of the existing water supply infrastructure.

7.12 ARCHAEOLOGY

7.12.1 The site lies on the fringes of the Medieval core of Newbury, although historic maps suggest that it was mainly open fields until the 19th century. Nonetheless, small scale excavations in the North West portion of the site revealed undated ditches, a pit and a post hole dating to the late Medieval or post medieval period. There is also some potential for early prehistoric activity, as the site is close to areas of high potential identified in a predictive model developed as part of a joint project between the University of Reading, Wessex Archaeology and the West Berkshire Council Archaeology Service.

7.12.2 However, it is acknowledged that previous activity on the site may have adversely affected in situ archaeological features or deposits. The southern portion of the site was subject to gravel extraction in the late 19th and early 20th century, which would have destroyed any archaeological evidence, and subsequent housing and the construction of the present bus station structure would also have had an adverse impact on archaeology. Nevertheless, the size and location of the development requires that some targeted archaeological investigation would be appropriate.

7.12.3 As such, the Archaeological Officer suggests the commissioning of a programme of archaeological investigations, to be carried out during the excavation of the foundations and any related groundworks for development in the northern portion of the site – this should include works for Blocks A to D shown on the proposed site plans. This can be secured by applying a condition requiring the implementation of a programme of archaeological work in accordance with a written scheme of investigation.

7.13 CRIME AND SAFETY

7.13.1 Policy CS14 of the Core Strategy requires that new developments create safe environments, addressing crime prevention and community safety. This is echoed in paragraph 69 of the NPPF which states that planning policies and decisions should aim to achieve places which promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

7.13.2 Thames Valley Police's Crime Prevention Design Advisor has assessed the plans and is generally satisfied with the level of natural surveillance the scheme offers as a result of its mix of uses and active frontages.

7.13.3 However, they expressed concern with regards to the internal layout of some of the blocks, in particular Block H. Essentially the residential core on the first floor of Block H is served by two entrances which provide access to the entire residential corridor and all the floors above. They felt that this level of permeability throughout the entire first floor had the potential to lead to opportunities for crime and disorder. In order to overcome this, they recommended splitting the first floor residential corridor into 2 smaller areas by inserting a central spine (similar to the floors above) and an additional lobby serving the eastern core of the block. This would not only create 2 smaller 'communities' at first floor level, but would also reduce the number of escape routes and limit the number of people that are able to access the upper floors.

7.13.4 It was also requested that the first floor of Block G be amended by creating an airlock within the ground floor communal entrance, again to reduce the level of permeability within the building.

7.13.5 Whilst it is acknowledged that the internal layout of the building is not a planning matter as it does not fall within the definition of 'development', the applicant agreed to amend the internal layout of the first floor of Blocks G and H in accordance with the advice of the Crime Prevention Design Advisor. They also provided confirmation that postal deliveries will be handled within the secure (access controlled) air lock lobby and that only residential access will be provided beyond this point.

7.13.6 In terms of the undercroft car park below Blocks G and H, the Crime Prevention Design Advisor notes that secluded undercroft parking facilities that are not secured can quickly become problematic as due to their design they lack natural surveillance and ownership. They therefore recommend that the vehicle and pedestrian entrance gates be made secure through the inclusion of electronic gates or shutters (that incorporate an access control system that allows the driver

to operate the system without leaving the vehicle). They recommend that this is secured though a condition. It is considered that such a condition would ensure that the scheme offers a safe environment for future residents of Blocks G and H, in accordance with Policy CS14 and the NPPF.

17.13.7 The Crime Prevention Design Advisor has recommended that a condition is attached which ensures that Secured by Design (SBD) accreditation is achieved. Again it is considered that such a condition is reasonable, relevant to planning and necessary, as it would ensure that the scheme offered a safe environment for future residents of Blocks G and H, in accordance with Policy CS14 and the NPPF.

7.14 FLOOD RISK

7.14.1 The Framework states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Core Strategy Policy CS16 strictly applies a sequential approach across the District. The application site is located in the Environment Agency's Flood Zone 1, which has the lowest probability of fluvial flood risk. Residential development is therefore generally considered appropriate in flood risk terms.

17.14.2 The responsibility for assessing surface water drainage proposals for major applications is now with the Lead Local Flood Authority (LLFA). The submitted Flood Risk Assessment shows the land to have a low probability of flooding from all sources including surface water and groundwater. It is considered that the development complies with NPPF sequential test and the associated parts of Core Strategy Policy CS16.

7.15 ECOLOGY

7.15.1 The Berkshire Buckinghamshire Oxfordshire Wildlife Trust (BBOWT) Wildlife Conservation Officer has provided the following comments.

Protected species – Reptiles

7.15.2 Ecological survey documentation submitted in support of the current application identifies an exceptional population of slow worms within the proposed development site and that the proposed development will result in total loss of all supporting habitat.

7.15.3 All native UK reptile species are legally protected under Schedule 5 of the Wildlife and Countryside Act (1981) (as amended) and as such are protected from being killed or injured. UK Native species are also listed as a species of Principle Importance within the Natural Environment and Rural Communities Act 2006.

7.15.4 Therefore, to ensure the conservation and enhancement of this protected species in accordance with the NPPF and Policy CS17 of the WBCS, it is recommended that a planning condition is imposed which requires the applicant to submit an appropriately detailed reptile translocation and receptor site enhancement strategy prior to the commencement of development. The strategy should

identify how the proposed mitigation and enhancement measures are to be maintained and secured for the long-term.

Landscape and Ecological Management Plan

7.15.5 The Preliminary Ecological Appraisal submitted in support of this application makes a number of recommendations for inclusion of ecological features (paragraph 6.12). However, these recommendations are not quantified.

7.15.6 The NPPF is clear that a key role of the planning system is to conserve and enhance our natural environment. It goes on to state that 'Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment' (paragraph 9). In relation to the natural environment, this means providing net gains in biodiversity where possible (paragraph 109) and finding 'opportunities to incorporate biodiversity in and around developments' (paragraph 118).

7.15.7 Therefore, it is recommended that a planning condition is included which requires the development to be implemented in accordance with an appropriately detailed landscape and ecological management plan based on the recommendations of the Preliminary Ecological Appraisal submitted with the application. This is to ensure that the development conserves and enhances biodiversity in accordance with the NPPF and Policy CS17 of the WBCS.

7.16 CONTAMINATED LAND

7.16.1 The applicants have submitted a Preliminary Geotechnical and Geo-Environmental Assessment which notes that the main potential source of contamination is considered to be Made Ground used to infill the former gravel pit that once existed on this site. There is also some potential for localised contamination associated with the former tank and electrical substations. The report outlines the results of preliminary ground investigation and recommends that a detailed remediation and verification process could be required through condition.

7.16.2 The Environment Agency (EA) have assessed the Preliminary Geotechnical and Geo-Environmental Assessment and have not raised any objections in principle subject to various conditions requiring, inter alia, a preliminary risk assessment, a site investigation scheme, an options appraisal and remediation strategy, a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete, and controls over piling or any other foundation designs using penetrative methods.

7.17 MINERALS

7.17.1 At the request of the Minerals and Waste officer, and in accordance with policies RMLP1 and RMLP2 of the Replacement Minerals Local Plan for Berkshire, the applicant submitted further information (namely the Mineral Safeguarding Report V2 dated 4th August 2016 and the Geotechnical and Geo-Environmental Interpretative Report dated June 2016) regarding the extent and quality of possible minerals deposits beneath the site.

7.17.2 The reports identified the presence of mineral deposits beneath the surface. Having considered these reports, the Minerals and Waste Officer is satisfied that, whilst there is a mineral deposit located beneath the application site, the deposit itself is limited and the location of the deposit within the site, in combination with the significant amount of excavations / fill operations required to deliver the proposal, and the constraints surrounding the site would make the working of the minerals complicated. As such the volume of potential minerals extraction that could be realised would be minimal.

7.17.3 The Minerals and Waste Officer agrees the extraction of such a small volume of minerals would not be viable when considered against the costs associated with delivering the minerals as part of the proposed development.

7.17.4 Therefore no objections are raised to the proposed development.

7.18 ENVIRONMENTAL HEALTH

7.18.1 The Environmental Health Officer has not raised any objections to the proposal but has identified a number of issues relevant to planning, in which conditions will be required to ensure that the development does not cause any harm to the amenity of surrounding and future residents. The issues are as follows:

- Noise
- Contamination
- Light Nuisance
- Air Quality
- Cooking odour from restaurants and cafés

Noise

Road and Rail traffic noise and vibration

7.18.2 The Noise and Vibration Assessment submitted with the application (KP Acoustics Dec 2015) identifies road and rail traffic noise as a significant source of noise in the vicinity of the development site and mitigation in the form of double glazing is recommended for the various elevations of residential properties. To ensure the specification of the glazing and ventilation is adequate, details for each area of the site (as listed in table 6.2 of the Noise and Vibration Assessment) should be required through condition.

7.18.3 The Environmental Health Officer notes that external noise levels in external amenity areas (including private gardens) have not been considered in the submitted noise assessment and existing noise levels within the site (away from site boundaries) has not been measured. They therefore recommend a condition requiring further assessment of the predicted noise levels within the private gardens of the residential units, to determine whether any mitigation measures are necessary. Following further discussions with the Environmental Health Officer, it is clear that the only feasible mitigation measures would be the erection of fencing (which will be agreed pursuant to condition), as the site layout and orientation of the buildings are fixed. Taking into account the town centre location, there are not considered to be any reasons to object on this basis.

7.18.4 No concerns have been raised about vibration from the railway.

Construction Site Noise

7.18.5 There are existing residential properties in the vicinity of the application site that could be disturbed by noise from construction activity. It is therefore recommended that a standard condition is imposed to limit the permitted hours of construction for noisy operations.

Operational Noise – Fixed plant and equipment

7.18.6 No detail of any plant and equipment to be installed has been provided with the application. As this is a mixed use development, noise from air handling plant, refrigeration units, extractor fans etc. could cause disturbance to residents, particularly those living near to or above commercial /retail units. A condition is therefore recommended to limit noise emitted from such plant and machinery.

Operational Noise – Deliveries and Servicing

7.18.7 Deliveries to the various commercial units proposed (offices, retail, restaurants cafes etc) could cause disturbance to future residents living in close proximity. Therefore a condition is recommended to ensure that no deliveries take place outside the hours of 0600 - 2300.

Operational Noise – Cafes, Restaurants and Drinking Establishments

7.18.8 Noise from drinking establishments, cafes etc could cause disturbance to residents particularly if external areas for drinking and eating are proposed. Therefore a condition is recommended to ensure that the external areas are not used outside the hours of 0700 – 2300.

Air Quality

7.18.9 The Air Quality Assessment (REC Dec 2015) submitted with the application considers fugitive dust emissions from the site during construction and the wider impact on local air quality during the operational phase.

7.18.10 There is a potential for dust nuisance to be caused during the construction phase unless appropriate dust control measures are adopted and maintained. A condition is therefore recommended requiring submission of a dust mitigation scheme for approval.

Odour

7.18.11 The application proposes flexible commercial floor space (Class A1 (retail) / A2 (financial services)/A3 (restaurants and cafes) / A4 (drinking establishments) or B1 (offices)). With A3 and A4 premises there is potential for cooking odours to impact on residential amenity. To ensure that odour from a food business will be minimised and controlled, a condition is recommended requiring details of any ventilation and filtration equipment.

7.19 ENERGY

7.19.1 Policy CS15 of the Core Strategy requires the following minimum standards:

- Major residential development - Code For Sustainable Homes Level 4
- Minor non-residential development – BREEAM Very Good
- Major non-residential development – BREEAM Excellent

7.19.2 Policy CS15 also requires that major residential developments achieve Zero Carbon emissions from 2016 and major non-residential development achieve a 20% reduction on CO2 emissions, unless it can be demonstrated that such provision is not technically or economically viable.

7.19.3 Amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015 removed the relevant sustainable construction and energy efficiency parts of the Planning and Energy Act 2008.

7.19.4 These changes in Government policy have meant that the Council are no longer seeking compliance through the planning system. Standards for sustainable construction and energy and water efficiency will be met in line with other non planning regulations and requirements.

Residential Development

7.19.5 The applicant has submitted an 'Energy Strategy' and a 'Sustainability Statement', which set out the different measures that are to be incorporated into the development in order to improve the environmental performance of the development.

These measures include:

- BREEAM Very Good for commercial areas;
- Use of passive design and energy efficient measures to reduce energy and CO2 emission by 8.7%;
- Installation of photovoltaic panels covering 90 square metres;
- Water saving measures;
- Sustainable construction practices.

7.19.6 It is recommended that a condition is attached to any consent ensuring that the energy reduction measures proposed in the 'Energy Strategy' and 'Sustainability Statement' are implemented in full and that full details of the type and location of the proposed photovoltaic panels are submitted to and approved by the Local Planning Authority.

7.19.7 The applicant has considered the use of renewables but advise that they would seriously impact the financial viability of the scheme. This is confirmed in their Viability Assessment.

Non-Residential Development

7.19.8 The non-residential elements of this scheme make up less than 1,000 square metres. The Sustainability Report explains that due to the size and nature of the commercial units, BREEAM Excellent is impractical; instead the requirements for

minor non-residential development should be applied, which are for achievement of BREEAM Very Good. The Sustainability Statement sets out how the scheme could achieve a Very Good rating.

7.19.9 The Case Officer agrees that due to the scale of the commercial areas it is reasonable to accept the rating of BREEAM Very Good in this instance.

Conclusion on Energy

7.19.10 It is acknowledged that the scheme does not fully comply with the requirements of Policy CS15. However, it is considered that the scheme has many attributes (which are set out in this report) which make it highly sustainable, not just in an environmental sense (in terms of enhancing the appearance of this part of the town centre), but also economically and socially.

7.19.11 It is also acknowledged from the viability assessment submitted with the scheme, that the financial costs of achieving Zero Carbon emissions are such that the scheme would be unviable. Furthermore, the Government's intention is now to achieve sustainable construction through the Building Regulations.

7.19.12 Therefore, it is considered that the failure to meet the full requirements of Policy CS15 is outweighed by the social, economic and environmental benefits of the development.

7.20 AFFORDABLE HOUSING

7.20.1 Policy CS6 of the WBCS requires that on development sites of more than 15 dwellings (on previously developed land) 30% affordable housing provision will be sought. It goes on to state that proposed provision below these levels should be fully justified by the applicant through clear evidence set out in a viability assessment (using an agreed toolkit) which will be used to help inform the negotiating process.

7.20.2 Policy CS6 echoes the Government guidance and PPG which seek to ensure that affordable housing requirements do not render schemes unviable. The Government places great weight on the need to ensure a positive approach to planning to enable appropriate, sustainable development to come forward wherever possible. PPG 'Viability' states that 'Where an applicant is able to demonstrate to the satisfaction of the local planning authority that the planning obligation would cause the development to become unviable, the local planning authority should be flexible in seeking planning obligations'.

7.20.3 PPG 'Viability' sets out the factors which are to be taken into account when assessing viability. The main factors include the following:

- Gross Development Value – this will comprise the assessment of the total sales or in this case the capitalised rental income from the development.
- Costs – based on robust evidence which is reflective of market conditions.
- Land Value – this should reflect policy requirements, planning obligations; CIL payments. It should also be informed by market based evidence.

7.20.4 The NPPF states that viability should consider 'competitive returns to a willing landowner and willing developer to enable the development to be deliverable'.

7.20.5 As identified earlier in the report, the applicant has provided a Viability Assessment with the application. Due to the commercially sensitive nature of the information contained therein it is held confidentially. Similarly the advice received from the Council's consultant on this matter is also held confidentially.

7.20.6 The Viability Assessment sets out why the scheme is not considered to be viable with the provision of 30% on-site affordable housing provision (equivalent of 69 units) or an off site affordable housing contribution. It sets out that the maximum level of affordable housing that could be provided, before the scheme becomes financially unviable, would be 5.6%, or 13 units. These units would be shared ownership units, the location of which would be determined within the S106 agreement.

7.20.7 The Council's Independent Consultant (Alder King) has reviewed the information and independently concludes that the scheme's financial viability is such that 5.6% affordable housing provision is the maximum that could be provided before the scheme becomes financially unviable.

7.20.8 Deliverability is a key component of the NPPF, and should be given significant weight both in the plan making process as well as decision making on individual planning applications. Whilst the demand for affordable housing within the District is high, this needs to be balanced against the necessity to see new homes delivered.

7.20.9 Overall, from the evidence provided in the form of a Viability Assessment and the professional advice received from the Council's consultant, it is considered that the provision of a reduced level of affordable housing is justified in this instance.

7.20.10 Whilst the level of proposed affordable housing is disappointing on such a significant town centre site, the remaining 219 residential units are to be Private Rented Sector (PRS) housing.

7.20.11 PRS schemes are purpose built large-scale private rented sector developments of flats and/or houses owned by institutional investors, property companies, housing associations and property management organisations over the long-term. They provide professionally managed, high quality private rented housing. PRS schemes are encouraged by the Government due to the fact they offer increased housing choice for people priced out of the open market (referred to as the mobile intermediate market; people who are not eligible for social housing, yet cannot afford to own their own home). They also result in rapid and high volume delivery of quality new housing; boosting flexibility, choice and affordability.

7.20.12 Therefore, whilst it is possible that PRS housing may be unaffordable to most households whom the Council owe a statutory housing duty to, they do offer increased housing choice to many.

7.20.13 To ensure that these homes remain available to rent only for a minimum period, the PPG 'Viability' advises that planning obligations may be used to secure such

fixed periods. This provides LPAs with the reassurance that schemes will not be broken up and sold on the open market for quick, elevated returns. It is therefore recommended that a covenant be included in the S106. A reasonable time period, as evidence by PRS schemes elsewhere, is considered to be 10 years.

7.21 CIL AND S106 CONTRIBUTIONS

7.21.1 Core Strategy Policy CS5 seeks to ensure the timely delivery of infrastructure made necessary by development, Policy CS6 seeks to secure affordable housing, and Policy CS13 seeks to ensure appropriate highways mitigation. The Council's adopted Planning Obligations SPD outlines the Council's approach to securing planning obligations for such matters.

7.21.2 Following the adoption of the West Berkshire Community Infrastructure Levy (CIL) on 1st April 2015, the proposed development is CIL liable based on a retail rate of £125sqm and a residential rate of £75sqm. The CIL will fund most infrastructure mitigation in accordance with the SPD and the Council's CIL Regulation 123 list.

7.21.3 With regards to the S106 request from Education, legal advice was sought to determine whether or not it complied with the Council's CIL Regulation 123 list. Legal advised that a specific infrastructure project (which sought to mitigate the impact of the development) would be required so that the mitigation falls outside of the CIL Regulation 123 List. Unfortunately, at the present time Education is unable to identify a specific infrastructure project required as a result of this development. Therefore, any works required to mitigate against the impact of the development on primary school provision, will need to paid out of CIL receipts.

7.21.4 A planning obligation is, however, required to secure:

- Affordable housing (location to be agreed prior to commencement of development);
- A Travel plan (including, inter alia, details regarding the location of Electronic Vehicle (EV) charging points within the MSCP, provision of free cycle training to residents with an incentive of a voucher towards a bike or cycle equipment available once the cycle training has been completed and a contribution towards the Car Club);
- An Employment Skills Plan;
- That the private residential units remain available to rent for a minimum period of 10 years;
- A requirement to ensure appropriate waste collection from Blocks G and H;
- Viability Review; and
- A financial contribution of £20,000 towards the provision of software that would link the Market Street/Bartholomew Street and the Bartholomew Street/Pound Street/Newtown Road signal junctions.

7.21.5 These heads of terms have been assessed against the CIL Regulations, and are considered necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development.

7.21.6 The recommendation is therefore subject to completion of a S106 Legal Agreement to secure these heads of terms, in order to ensure the development complies with the aforementioned policies.

7.22 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

7.22.1 When considering development proposals, the Council is required to take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

7.22.2 The NPPF places a strong emphasis on sustainable development. All planning applications must result in sustainable development with consideration being given to economic, social and environmental sustainability aspects of the proposal.

7.22.3 The proposal would deliver economic, social and environmental benefits, as outlined in detail in section 7.1.

7.22.4 The proposal will make a contribution to the local economy through the creation of jobs both on a temporary basis during the construction period and thereafter when the development is completed. Furthermore, future residents would make a contribution to the local economy by increasing spend within the town centre.

7.22.5 The development would bring social benefits in terms of providing quality housing required to meet the needs of present and future generations, including affordable housing.

7.22.6 The environmental considerations have been assessed in terms of the impact on the character and appearance of the area, ecology within the site, local drainage systems, the amenity of neighbouring residents, trees within the site, archaeology, contamination, energy reduction measures and sustainable forms of transport.

7.22.7 For the reasons set out in the sections above, it is considered that the proposed development is considered to represent sustainable development.

7.23 NON PLANNING MATTERS

7.23.1 A letter of representation has been received raising objections to the fact that the proposal does not include a pedestrian bridge over the railway, connecting the south side of railway with the north side. However, this land is outside of the applicant's control and such a facility is not considered necessary to make this development acceptable in planning terms.

8. CONCLUSION

8.1 Having taken account of all the relevant policy considerations and the other material considerations referred to above, it is considered that having regard to the clear reasons to support the development, the proposed development is considered to be acceptable and a conditional approval is justifiable for the following reasons.

8.2 The proposal is a comprehensive, residential-led, mixed use redevelopment of a previously developed site in a highly sustainable town centre location. It will significantly improve the environmental quality of the site and the town centre in general. The proposal will also improve the quality of the retail and other services available in the town centre, provide housing, create long term employment and attract further investment in the town centre, consistent with the sustainability objectives set out in National and Local Planning Policies and Guidance.

8.3 Furthermore, the principle of the scheme is also in accordance with the Newbury Vision 2026 (October 2014) and the Market Street Urban Village Planning and Design Brief SPD (2005).

8.4 The scheme will provide an impressive gateway into Newbury from the train station, which will help promote and enhance the existing town centre.

8.5 It is considered that the scheme has been designed to a high standard, taking design cues from the surrounding Conservation Area, e.g. in its use of materials, gabled roof forms, vertically proportioned buildings, plot widths. The applicants have used various design devices to break up the scale and massing of the buildings.

8.6 The application is therefore recommended for conditional approval.

9. FULL RECOMMENDATION

DELEGATE to the Head of Planning and Countryside to **GRANT PLANNING PERMISSION** subject to the schedule of conditions (Section 9.1) and subject to the completion of a Section 106 Legal Agreement (Heads of Terms set out at 7.21.4) by 31st December 2016

9.1. CONDITIONS

1. 3 yrs

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Approved plans

The development hereby permitted shall be carried out in accordance with the approved drawings and other documents listed below:

Elevations and Floorplans

B_A_E01 Rev P01 received 16 March 2016
B_A_E02 Rev P01 received 16 March 2016
B_A_01 Rev P01 received 16 March 2016
B_A_02 Rev P01 received 16 March 2016

B_A_03 Rev P01 received 16 March 2016
B_A_X01 Rev P01 received 16 March 2016

B_B_E01 Rev P01 received 16 March 2016
B_B_E02 Rev P01 received 16 March 2016
B_B_01 Rev P01 received 16 March 2016
B_B_02 Rev P01 received 16 March 2016
B_B_03 Rev P01 received 16 March 2016
B_B_X01 Rev P01 received 16 March 2016

B_C_E01 Rev P01 received 16 March 2016
B_C_E02 Rev P01 received 16 March 2016
B_C_01 Rev P01 received 16 March 2016
B_C_02 Rev P01 received 16 March 2016
B_C_03 Rev P01 received 16 March 2016
B_C_X01 Rev P01 received 16 March 2016
B_D_E01 Rev P01 received 16 March 2016
B_D_E02 Rev P01 received 16 March 2016
B_D_01 Rev P01 received 16 March 2016
B_D_02 Rev P01 received 16 March 2016
B_D_03 Rev P01 received 16 March 2016
B_D_X01 Rev P01 received 16 March 2016

B_E_E01 Rev P01 received 16 March 2016
B_E_E02 Rev P01 received 16 March 2016
B_E_01 Rev P01 received 16 March 2016
B_E_02 Rev P01 received 16 March 2016
B_E_03 Rev P01 received 16 March 2016
B_E_X01 Rev P01 received 16 March 2016
SE03 Rev P01 received 16 March 2016

B_F_E01 Rev P01 received 16 March 2016
B_F_E02 Rev P01 received 16 March 2016
B_F_01 Rev P01 received 16 March 2016
B_F_02 Rev P01 received 16 March 2016
B_F_03 Rev P01 received 16 March 2016
B_F_04 Rev P01 received 16 March 2016
B_F_X01 Rev P01 received 16 March 2016

B_G_E01 Rev P01 received 16 March 2016
B_G_E02 Rev P01 received 16 March 2016
B_G_01 Rev P01 received 22 August 2016
B_G_02 Rev P01 received 16 March 2016
B_G_03 Rev P01 received 16 March 2016
B_G_04 Rev P01 received 16 March 2016
B_G_X01 Rev P01 received 16 March 2016

B_H_E01 Rev P01 received 16 March 2016
B_H_E02 Rev P01 received 16 March 2016
B_H_01 Rev P01 received 16 March 2016
B_H_02 Rev P01 received 22 August 2016
B_H_03 Rev P01 received 16 March 2016

B_H_04 Rev P01 received 16 March 2016
B_H_05 Rev P01 received 16 March 2016
B_H_06 Rev P01 received 16 March 2016
B_H_07 Rev P01 received 16 March 2016
B_H_X01 Rev P01 received 16 March 2016

B_J_E01 Rev P01 received 16 March 2016
B_J_E02 Rev P01 received 16 March 2016
B_J_01 Rev P01 received 16 March 2016
B_J_02 Rev P01 received 16 March 2016
B_J_X01 Rev P01 received 16 March 2016

B_M_01 Rev P01 received 16 March 2016
B_M_02 Rev P01 received 16 March 2016
B_M_03 Rev P01 received 16 March 2016
B_M_04 Rev P01 received 16 March 2016
B_M_05 Rev P01 received 16 March 2016
B_M_06 Rev P01 received 16 March 2016

Trees, Landscaping and Access Ramp

D0212_003_F Ramp Layout and Station Square - received 12 October 2016
D0212_002_S Landscape Masterplan Hardworks - received 12 October 2016
D0212_007_J Landscape Masterplan Softworks - received 12 October 2016
D0212_08 Tree Protection Plan. Existing Site Survey with CP Spaces Added and Typical Hardworks Details within RPA - received 22 August 2016
D0212_05 B Tree Protection Plan - received 22 August 2016
D00212_004_F Detail Sections 1 of 2 - received 12 October 2016
D00212_005 A Detail Sections 2 of 2 received 16 March 2016
D00212_01 A Tree Survey and Site Constraints Plan - received 16 March 2016

Email from Savills sent on 22 August 2016 containing details of planting methods.

Refuse

MP_06 Rev P01 Proposed Services and Refuse Strategy - received 18 May 2016
13-066-104 B Refuse Strategy - received 9 June 2016
SK_226 Residential and Commercial Refuse Collection Strategy - received 18 May 2016

Shell Plans

MP_16 Rev P02 received 9 June 2016
MP_17 Rev P02 received 9 June 2016
MP_18 Rev P02 received 9 June 2016
MP_19 Rev P02 received 9 June 2016
MP_20 Rev P02 received 9 June 2016
MP_21 Rev P02 received 9 June 2016

Other

SK_221 Pedestrian, Cycle and Vehicular Movement through site - received 12 October 2016
MP_14 RevP01 Site Levels – received 18 May 2016
SK_224 Indicative Public Art Strategy – received 9 June 2016
13-066/103 Rev A Coach Parking and Turning received 9 June 2016
MP_29 Network Rail Access – received on 16 March 2016

Documents

Reptile Survey February 201
Preliminary Ecological Appraisal February 2016
Energy Strategy February 2016
Sustainability Statement February 2016

Reason: For the avoidance of doubt and in the interest of proper planning.

3. Spoil removal

No development shall take place until full details of how all spoil arising from the development will be used and/or disposed have been submitted to and approved in writing by the Local Planning Authority. These details shall:

(a) Show where any spoil to remain on the site will be deposited;
(b) Show the resultant ground levels for spoil deposited on the site (compared to existing ground levels);
(c) Include measures to remove all spoil (not to be deposited) from the site;
(d) Include timescales for the depositing/removal of spoil.

All spoil arising from the development shall be used and/or disposed of in accordance with the approved details.

Reason: To ensure appropriate disposal of spoil from the development. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026), and Supplementary Planning Document Quality Design (June 2006).

4. Translocation of slow worm and receptor site enhancement

No development shall take place until a Reptile Translocation and Receptor Site Enhancement Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy should identify how the proposed mitigation and enhancement measures are to be maintained, monitored and secured for the long-term.

The approved Strategy will be implemented in full in accordance with a timetable of works included within the Strategy and maintained thereafter.

Reason: To ensure the protection of slow worm species, which are subject to statutory protection under European Legislation. This condition is imposed in

accordance with the National Planning Policy Framework (March 2012) and Policy CS17 of the West Berkshire Core Strategy (2006-2026).

5. Ecological Management Plan

No development shall take place until a detailed Ecological Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan will include details of all the proposed ecological features outlined in the paragraph 6.12 of the submitted 'Preliminary Ecological Appraisal and paragraphs 6.73 and 6.74 of the 'Planning Statement' ', including:

a) Living roofs – details to include total area covered, location and type of living roof;
b) Bird and bat boxes – details to include location, type and number of boxes;
c) Wildlife friendly landscaping – details to include locations and species mix/density;
d) Living wall/trellis system – details to include locations and species mix/density.

The Ecological Management Plan should identify how the above measures are to be maintained, monitored and secured for the long-term.

The approved Ecological Management Plan will be implemented in full and maintained thereafter.

Reason: To provide suitable provision of compensatory habitat to ensure continued ecological connectivity along the railway line, and provide for loss of bat and bird foraging and invertebrate habitat. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policies CS14 and CS17 of the West Berkshire Core Strategy (2006-2026).

6. Archaeology - WSI

No development (excluding demolition, but including earth-moving operations, excavation works, and permanent changes to any land-form), shall take place within the application area until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall incorporate and be undertaken in accordance with the approved statement.

Reason: To ensure that any significant archaeological remains that are found are adequately recorded. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policies CS14 and CS19 of the West Berkshire Core Strategy (2006-2026).

7. Contamination – Site characterisation

No development (excluding demolition, but including earth-moving operations, excavation works, and permanent changes to any land-form) shall take place until a scheme to assess the nature and extent of any land contamination of the site (whether or not it originates from the site) has been submitted to and

approved in writing by the Local Planning Authority. An investigation and risk assessment shall be completed as part of this scheme. The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings shall be produced and submitted. The report of the findings shall include:
(a) A survey of the extent, scale and nature of contamination;
(b) An assessment of the potential risks to:
i. human health,
ii. property (existing and proposed) including buildings, pets, and service lines and pipes,
iii. adjoining land,
iv. groundwater and surface water,
v. ecological systems,
vi. archaeological sites and ancient monuments; and
(c) An appraisal of remedial options, and proposal of the preferred option(s).

This report shall be conducted in accordance with CLR11: Model Procedures for the Management of Land Contamination (DEFRA/EA).

Reason: To ensure the site is suitable for its new use taking into account ground conditions, including from pollution arising from previous uses. This condition ensures that the implemented remediation measures are effective. The approval of this information is required at this stage because insufficient information has been submitted with the application. This condition is applied in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

8. Contamination – Remediation Scheme

No development (excluding demolition, but including earth-moving operations, excavation works, and permanent changes to any land-form) shall take place until a remediation scheme for any land contamination has been submitted to and approved in writing by the Local Planning Authority. The scheme shall:
(a) Provide for the removal of unacceptable risks to human health, buildings and other property, and the natural and historical environment;
(b) Ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation;
(c) Detail proposed objectives and remediation criteria, all works to be undertaken, a timetable of works, and site management procedures; and
(d) Include measures for the monitoring and maintenance of the long-term effectiveness of the remediation over a period agreed in writing with the Local Planning Authority.

Reason: To ensure the site is suitable for its new use taking into account ground conditions, including from pollution arising from previous uses. This condition ensures that the implemented remediation measures are effective. The approval of this information is required at this stage because insufficient information has been submitted with the application. This condition is applied in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

9. Remediation Scheme implementation

The remediation scheme for land contamination approved under Condition 8 shall be implemented in full in accordance with the timetable of works thereby approved. Two weeks written notice shall be given to the Local Planning Authority prior to the commencement of the remediation scheme. Following the completion of the measures identified in the approved remediation scheme (except those for the long-term monitoring and maintenance), no dwelling shall be occupied until a verification report to demonstrate the effectiveness of the remediation carried out has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the site is suitable for its new use taking into account ground conditions, including from pollution arising from previous uses. This condition ensures that the implemented remediation measures are effective. This condition is applied in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

10. Unexpected contamination

In the event that any previously unidentified land contamination is found at any time during the carrying out of the development, it shall immediately be reported in writing to the Local Planning Authority. An investigation and risk assessment shall be undertaken in accordance with the requirements of Condition 7, and where remediation is necessary a remediation scheme shall be prepared in accordance with the requirements of Condition 8. The investigation and risk assessment, and any remediation scheme shall be submitted to and approved in writing by the Local Planning Authority. Following completion of the measures identified in the approved remediation scheme, no dwelling shall be occupied until a verification report to demonstrate the effectiveness of the remediation carried out has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the site is suitable for its new use taking into account ground conditions, including from pollution arising from previous uses. This condition ensures that the implemented remediation measures are effective. This condition is applied in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

11. Piling

No development (excluding demolition and site clearance) shall take place until details of piling or any other foundation designs using penetrative methods have been submitted to and approved in writing by the Local Planning Authority.

Approval will only be granted for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not lead to the contamination of

groundwater in the underlying aquifer in accordance with the National Planning Policy Framework, and Policy OVS.5 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

12. Internal Noise

Prior to the occupation of the residential units hereby approved, details regarding the specification of the glazing and ventilation to be installed at residential properties shall be submitted to and approved in writing by the Local Planning Authority. The glazing and ventilation should ensure that internal noise levels in living rooms and bedrooms meet the 'good' resting and sleeping conditions as set out in Table 5 of BS8233:1999.

Thereafter the development shall incorporate and be undertaken in accordance with the approved details.

Reason: To protect residents from road and rail traffic noise. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

13. Construction noise

No demolition or construction works shall take place outside the following hours:
7:30am to 6:00pm Mondays to Fridays;
8:30am to 1:00pm Saturdays;
No work shall be carried out at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of adjoining land uses and occupiers during the construction phase of the development. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

14. Operational Noise

All plant, machinery and equipment installed or operated in connection with the uses hereby approved shall be so enclosed and/or attenuated that sound emitted does not exceed at any time a level of 5dB[A] below the existing background noise level [or 10dB[A] if there is a particular tonal quality] when measured at a point one metre external to the nearest residential or noise sensitive property.

Reason: To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring properties. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

15. Deliveries and servicing

No deliveries shall be taken in or dispatched from the commercial units herby approved outside the hours of 0600 – 2300.

Reason: To protect residents living close to or above commercial units from noise from deliveries. This condition is applied in accordance with the National

Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

16. External eating and drinking (A3 and A4 uses)

External areas provided for eating and drinking shall not be used outside the hours of 0700 and 2300 (times to be agreed)

Reason: To protect residents from noise arising from people eating and drinking in the vicinity of residential properties. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

17. External lighting

Prior to the installation of any external lighting, details of the external lighting (to include type, lumination levels and location) shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall incorporate and be undertaken in accordance with the approved details.

Reason : To protect residents living on or near the application site from light nuisance. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

18. Odour from A 3 and A4 units

The use of any A3 or A4 units shall not commence until details of ventilation and filtration equipment to be installed at the premises has been submitted to and approved in writing by the Local Planning Authority.

The approved equipment shall be installed and be in full working order prior to the commencement of use. Details to include outlet height, which in general should be at least 1m above ridge height of the nearest building.

OR

Suitable ventilation and filtration equipment shall be installed to suppress and disperse fumes and/or smell created from the cooking operations on A3 and A4 premises. The equipment shall be effectively operated and maintained in accordance with manufacturer's instructions for as long as the proposed use continues. When the location of premises with A3 and A4 uses is confirmed the applicant shall submit details of the equipment to the local planning authority for written approval prior to commencement of the development. The approved equipment shall be installed and be in full working order prior to the commencement of use. Details to include outlet height, which in general should be at least 1m above ridge height of the nearest building.

Reason: To protect the amenity of local residents. This condition is applied in accordance with the National Planning Policy Framework, and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

19. Arboricultural method statement

No development or other operations shall commence on site until an arboricultural method statement has been submitted to and approved in writing by the Local Planning Authority and shall include details of the implementation, supervision and monitoring of all temporary tree protection and any special construction works within any defined tree protection area.

Reason: To ensure the protection of trees identified for retention at the site in accordance with the objectives of the National Planning Policy Framework (March 2012) and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy 2006-2026.

20. Tree Protection (scheme submitted)

Protective fencing shall be implemented and retained intact for the duration of the development in accordance with the tree and landscape protection scheme identified on approved drawing(s) D0212_08 & D0212_05 B received on 22nd August 2016. Within the fenced area(s), there shall be no excavations, storage of materials or machinery, parking of vehicles or fires.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the National Planning Policy Framework (March 2012) and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

21. Arboricultural supervision condition

No development shall take place (including site clearance and any other preparatory works) until the applicant has secured the implementation of an arboricultural watching brief in accordance with a written scheme of site monitoring, which has been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall incorporate and be undertaken in accordance with the approved details.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the National Planning Policy Framework (March 2012) and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

22. Arboricultural Programme of Works

No development or other operations shall commence on site until a detailed schedule of tree works including timing and phasing of operations has been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall incorporate and be undertaken in accordance with the approved details.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the National Planning Policy Framework (March 2012) and Policies CS14, CS18 and CS19 of West Berkshire Core Strategy 2006-2026.

23. Soft Landscaping (scheme submitted)

All soft landscape works shall be completed in accordance with the submitted plans, schedule of planting and retention, programme of works and other supporting information including drawing number D0212_007_I received on 22nd August 2016 and email from Savills dated 22nd August 2016, containing details of planting methods. Any trees, shrubs or hedges planted in accordance with the approved scheme which are removed, die, or become diseased within five years from completion of this development shall be replaced within the next planting season by trees, shrubs or hedges of a similar size and species to that originally approved.

Reason: To ensure the implementation of a satisfactory scheme of landscaping in accordance with the objectives of the National Planning Policy Framework (March 2012) and Policies CS14, CS18 and CS19 of the West Berkshire Core Strategy July 2006-2026.

24. Energy/sustainability measures

No development shall take place until full details of the solar photovoltaic panels to be included within the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include number, type and location of the solar photovoltaic panels.

The solar photovoltaic panels shall thereafter be maintained and managed in accordance with the approved details and manufacturers specifications.

Reason: To ensure that the low carbon energy generation measures outlined in the Energy Strategy are provided in full and to ensure that the photovoltaic panels do not cause any harm to the character and appearance of the Conservation Area. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policies CS14, CS15 and CS19 of the West Berkshire Core Strategy (2006-2026).

25. Foul and surface water disposal and SuDs

No development, excluding site clearance and demolition, shall take place until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water.

The strategy shall:

a) Demonstrate that there is sufficient capacity available in the existing system to cope with the new development;
b) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with the Non-Statutory Technical Standards for SuDS (March 2015), the SuDS Manual C753 (2015) and West Berkshire Council local standards;
c) Include and be informed by a ground investigation survey which establishes the soil characteristics, infiltration rate and groundwater levels;
d) Include attenuation measures to retain rainfall run-off within the site and allow discharge from the site to an existing watercourse as close to Greenfield run-off rates as is reasonably practicable;
e) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site;
f) Include run-off calculations, discharge rates, infiltration and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +30% for climate change, these calculations shall ensure that the existing Thames Water surface water system has sufficient capacity;
g) Provide details of where surface water will flow during exceedance events;
h) Include pre-treatment methods to prevent any pollution or silt entering SuDS features or causing any contamination to the soil or groundwater;
i) Ensure any permeable paved areas are designed and constructed in accordance with manufacturers guidelines;
j) Ensure any permeable areas are constructed on a permeable sub-base material such as Type 3 or reduced fines Type 1 material as appropriate;
k) Include a management and maintenance plan for the lifetime of the development. This plan shall incorporate arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a residents' management company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime;
l) Include a Contamination Risk Assessment for the soil and water environment (assessing the risk of contamination to groundwater, develop any control requirements and a remediation strategy);
m) Include measures with reference to Environmental issues which protect or enhance the ground water quality and provide new habitats where possible;
n) Full details of the pumping system and how surface water will be managed in the event of pump failure.

No dwellings or commercial units hereby permitted shall be occupied, and no discharge of foul or surface water from the site shall be accepted into the public system, until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policies CS14 and CS16 of the West Berkshire Core Strategy (2006-2026) which seek to ensure the creation of safe communities.

26. Secured by Design

No dwellings or commercial units hereby permitted shall be occupied until details of how Secured by Design requirements are to be adequately achieved for the whole development, where practicably possible. The approved details shall be

carried out prior to first occupation of the development hereby permitted and permanently maintained thereafter.

Reason: To ensure a safe and secure environment for the users of the development in accordance with the National Planning Policy Framework (March 2012) and Policy CS14 of the West Berkshire Core Strategy (2006-2026) which seek to ensure the creation of safe communities.

27. Hard standing

No development, excluding site clearance and demolition, shall take place until details, to include a plan, indicating the means of treatment of the hard surfaced areas of the site, has been submitted to and approved in writing by the Local Planning Authority. The hard surfacing shall incorporate the use of a porous material. The hard surfacing shall be completed in accordance with the approved scheme before the building(s) hereby permitted are occupied in accordance with a timetable to be submitted to and agreed in writing with the Local Planning Authority as part of the details submitted for this condition. The approved hard surfacing shall thereafter be retained.

Reason: To ensure that the hard standing materials are visually attractive and respond to local character. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS14 of the West Berkshire Core Strategy (2006-2026), Supplementary Planning Document Quality Design (June 2006), and the Newbury Town Design Statement (April 2005).

28. Boundary Treatments

No development, excluding site clearance and demolition, shall take place until details, to include a plan, indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority (in consultation with railway undertaker where it relates to fencing that adjoins the railway undertaker's land). The boundary treatment shall be completed in accordance with the approved scheme before the buildings hereby permitted are occupied.

The approved boundary treatments shall thereafter be retained.

Reason: The boundary treatment is an essential element in the detailed design of this development and the application is not accompanied by sufficient details to enable the Local Planning Authority to give proper consideration to these matters. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS14 of the West Berkshire Core Strategy (2006-2026), Supplementary Planning Document Quality Design (June 2006) and the Newbury Town Design Statement (April 2005).

29. Shopfronts

No commercial unit shall be occupied until full details of the design and external appearance of the shop front(s), including the fascias, have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be carried out in accordance with the approved details.

Reason: The application does not contain sufficient details of the shop fronts to enable the Local Planning Authority to give proper consideration to those matters. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS14 of the West Berkshire Core Strategy (2006-2026) and Supplementary Planning Guidance 'Shopfronts'.

30. Materials

No development, excluding site clearance and demolition, shall take place until samples, and an accompanying schedule, of the materials to be used in the construction of the external surfaces of the buildings hereby permitted, have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be carried out in accordance with the approved materials.

Reason: To ensure that the external materials are visually attractive and respond to local character. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS14 of the West Berkshire Core Strategy (2006-2026), Supplementary Planning Document Quality Design (June 2006), and the Newbury Town Design Statement (April 2005).

31. Construction method statement

No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority (in consultation with the railway undertaker). The statement shall provide for:

(a) The parking of vehicles of site operatives and visitors;
(b) Loading and unloading of plant and materials;
(c) Storage of plant and materials used in constructing the development;
(d) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing;
(e) Wheel washing facilities;
(f) Measures to control the emission of dust and dirt during demolition and construction;
(g) A scheme for recycling/disposing of waste resulting from demolition and construction works;

Thereafter the demolition and construction works shall incorporate and be undertaken in accordance with the approved statement.

Reason: To safeguard the amenity of adjoining land uses and occupiers, and in the interests of highway safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026).

32. Excavation/Earthworks

No development shall take place until full details of excavations and earthworks to be carried out within 10 metres of the railway undertaker's boundary fence have been submitted to and approved in writing by the Local Planning Authority (in consultation with the railway undertaker).

Thereafter the development shall be carried out in accordance with the approved details.

Reason: To safeguard the amenity of adjoining land uses. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS14 of the West Berkshire Core Strategy (2006-2026).

33. Car Parking Strategy

No development shall take place until a Car Parking Strategy for the construction phase of development has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include:

a) Details of the operation of West Berkshire District Council office parking during construction;
b) Details of the operation of Network Rail parking during construction;
c) Details of the parking of vehicles of site operatives and visitors during construction.

Thereafter the demolition and construction works shall incorporate and be undertaken in accordance with the approved statement.

Reason: To safeguard the amenity of adjoining land uses and occupiers, and in the interests of highway safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026).

34. Parking Management Strategy for the MSCP

No dwelling shall be occupied until a Parking Management Strategy for the multi storey car park has been submitted to and approved in writing by the Local Planning Authority. The Parking Management Strategy shall include the following:

a) Details of the number and location of car parking spaces within the multi storey car park for all the users of the car park.
b) Details of the time period between which residents of the scheme can use the car park spaces allocated under (a).
c) Details of the entry/exit arrangements for all users of the car park.

Thereafter the development shall incorporate and be undertaken in accordance with the approved strategy.

Reason: To ensure the development is provided with adequate parking facilities

for all users within the scheme, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026) and Policy P1 of the West Berkshire Council Housing Site Allocations DPD.

35. Water capacity

No development, excluding site clearance and demolition, shall take place until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the Local Planning Authority, in consultation with Thames Water. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policies CS14 and CS16 of the West Berkshire Core Strategy (2006-2026) which seek to ensure the creation of safe communities.

36. Public art strategy

No dwelling or commercial unit hereby approved shall be occupied until details of a unique site specific integrated scheme of Public Art (including timescales for the installation of the scheme) to be implemented within the development site has been submitted to and approved in writing by the Local Planning Authority.

Thereafter the Artwork shall be installed in accordance with the details and timescales so agreed.

Reason: To protect the character, distinctiveness and visual amenity of the site and the surrounding locality. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS14 of the West Berkshire Core Strategy (2006-2026), Supplementary Planning Document Quality Design (June 2006), and the Newbury Town Design Statement (April 2005).

37. Signage details

No dwelling or commercial unit hereby approved shall be occupied until details of signage relating to Wayfinding and pedestrian and cycle access routes on the site and linking to key areas external to the site has been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure the development provides clear signage for these routes that meets the required regulations and guidance on pedestrian and cycle access and links with other Wayfinding signs within the local area. This condition is imposed in accordance with Policy CS13 of the West Berkshire Core Strategy (2006-2026)

and policies LTP AT1, LTP AT2, LTP PT6 and LTP K3 all of the Local Transport Plan for West Berkshire (2011-2026).

38. Details of railings alongside ramp

No dwelling or commercial unit hereby approved shall be occupied until details of the railings to be installed in connection with the shared use ramp, linking the development with the Railway Station forecourt area, have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure the shared use ramp is delivered with suitable railings that ensure the safety of users, particularly on the bend. This condition is imposed in accordance with Policy CS13 of the West Berkshire Core Strategy (2006-2026) and policies LTP AT1, LTP AT2, LTP PT6 and LTP K3 all of the Local Transport Plan for West Berkshire (2011-2026).

39. Electric charging points

No development, excluding site clearance and demolition, shall take place until details of the location of electric car charging points and associated infrastructure have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure the development provides for the use of ultra low emission vehicles by users of the development. This condition is imposed in accordance with Policy CS13 of the West Berkshire Core Strategy (2006-2026), Policy P1 of the Housing Site Allocations DPD and policies LTP SC3, LTP P3 and LTP K5 all of the Local Transport Plan for West Berkshire (2011-2026).

40. Refuse collection – Block G and H

No development, excluding site clearance and demolition, shall take place until full details of how refuse and recycling are to be collected from Blocks G and H have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the refuse and recycling shall be collected from Blocks G and H in accordance with the approved details.

Reason: The Council's waste contractors are unable to collect refuse/recycling from Blocks G and H owing to excessive carry distances. This condition is therefore required to ensure the weekly collection of refuse and recycling from Blocks G and H by a private waste contractor. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), and Supplementary Planning Document Quality Design (June 2006).

41. Retaining wall to south of site

No development (excluding demolition, but including earth-moving operations, excavation works, and permanent changes to any land-form) shall take place until details of all works and treatment to the retaining wall at the back of the existing Network Railway car park (which runs alongside Station Approach Road) have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall incorporate and be undertaken in accordance with the approved details.

Reason: To ensure that the treatment of the retaining wall responds to local character and to ensure the safe operation of Station Approach in accordance with the objectives of the National Planning Policy Framework (March 2012) and Policies CS14 and CS19 of the West Berkshire Core Strategy July 2006-2026.

42. Layout and Design Standards

The detailed layout of the site shall comply with the Local Planning Authority's standards in respect of road and footpath design and vehicle parking and turning provision. The road and footpath design should be to a standard that is adoptable as public highway. This condition shall apply notwithstanding any indications to these matters which have been given in the current application.

Reason: In the interest of road safety and flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

43. Market Street Highway works

No development shall take place until details within Market Street of a westbound bus lay-by with two bus stops, an eastbound bus lay-by with one bus stop, associated road markings, removal of redundant turn right lane; works to the access road fronting the West Berkshire Council offices have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be taken into use until the works have been provided in accordance with the approved scheme and any statutory undertaker's equipment or street furniture located in the position of the footway/cycleway has been re-sited to provide an unobstructed footway/cycleway.

Reason: In the interest of providing bus stops serving the proposal and accommodating access. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

44. Parking/turning in accord with plans

No part of the development shall be taken into use until the vehicle parking and/or turning space have been surfaced, marked out and provided in accordance with the approved plan(s). The parking and/or turning space shall thereafter be kept

available for parking (of private motor cars and/or light goods vehicles) at all times.

Reason: To ensure the development is provided with adequate parking facilities, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

45. Cycle parking

No part of the development shall be taken into use until the cycle parking has been provided in accordance with the approved drawings and this area shall thereafter be kept available for the parking of cycles at all times.

Reason: To ensure the development reduces reliance on private motor vehicles and assists with the parking, storage and security of cycles. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS13 of the West Berkshire Core Strategy (2006-2026) and Policy TRANS1 of the West Berkshire District Local Plan 1991-2006 (Saved Policies 2007).

46. Refuse Storage (details required)

No development, excluding site clearance and demolition, shall take place until details of the provision for the storage of refuse and recycling materials for the development/dwellings have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be taken into use until the refuse and recycling facilities have been provided in accordance with the approved details and shall be retained for this purpose thereafter.

Reason: To ensure that there is adequate and safe refuse/recycling facilities within the site. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026), and Supplementary Planning Document Quality Design (June 2006).

47. Access construction (plans required)

No development shall take place until details of all access roads into and within the site have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be taken into use until the access roads have been constructed in accordance with the approved details.

Reason: In the interest of road safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

48. Details of door openings

No development shall take place until details of door openings have been submitted to and approved in writing by the Local Planning Authority, and no doors shall open outwards onto pedestrian areas. All buildings shall be provided in accordance with the approved drawings.

Reason: In the interest of pedestrian safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

INFORMATIVES

1. CIL

The development hereby approved results in a requirement to make payments to the Council as part of the Community Infrastructure Levy (CIL) procedure. A Liability Notice setting out further details, and including the amount of CIL payable will be sent out separately from this Decision Notice. You are advised to read the Liability Notice and ensure that a Commencement Notice is submitted to the authority prior to the commencement of the development. Failure to submit the Commencement Notice will result in the loss of any exemptions claimed, and the loss of any right to pay by instalments, and additional costs to you in the form of surcharges. For further details see the website at www.westberks.gov.uk/cil

2. Decision

This decision has been made in a positive way to foster the delivery of sustainable development having regard to Development Plan policies and available guidance to secure high quality appropriate development. In this application whilst there has been a need to balance conflicting considerations, the local planning authority has worked proactively with the applicant to secure and accept what is considered to be a development which improves the economic, social and environmental conditions of the area.

3. Infiltration drainage

No Infiltration drainage should be installed in any area where contamination is known/suspected.

4. Construction Noise

The applicant is advised to apply for prior consent under s.61 of the Control of Pollution Act 1974 to ensure that best 'practicable means' are adopted to minimise construction site noise. Further details are available from the Environmental Health Environmental Quality team

5. Surface Water

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure

that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

6. Fat traps

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

7. Public sewers

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover

Petrol/oil interceptors

Thames Water recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

8. Mains Water

There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

9. Requirements for the safe operation of the railway and the protection of Network Rail's adjoining land

Fencing adjacent to Network Rail land

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing /

wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Soakaways / attenuation tanks as a means of storm/surface water disposal must not be constructed near/within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Storm/surface water must not be discharged into Network Rail's property or into Network Rail's culverts or drains. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.
Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land.
Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.
Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavation/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full

details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

Signalling

The proposal must not interfere with or obscure any signals that may be in the area.

Trees

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Plant, Scaffolding and Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Party Wall

Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with Network Rail at an early stage of the preparation of details of their development on Party Wall matters.

The applicant is reminded that any works close to the Network Rail boundary, and any excavation works are also covered by the Party Wall Act of 1996. Should any foundations, any excavations or any part of the building encroach onto Network Rail land then the applicant would need to serve notice on Network Rail and they would be liable for the costs. An applicant cannot access Network Rail without permission (via the Asset Protection Team) and in addition to any costs under the Party Wall Act, the applicant would also be liable to all Network Rail site supervision costs whilst works are undertaken. No works in these circumstances are to commence without the approval of the Network Rail Asset Protection Engineer.

Method statement/Fail Safe/Possessions

Method statements may be required to be submitted to Network Rail's Asset Protection Engineer for prior approval of works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period of booking of 20 weeks. The applicant

will be liable for all costs incurred by Network Rail (including all possession costs, site safety supervision, asset protection presence). The applicant is reminded that Network Rail can refuse any third party works that would impact adversely on its infrastructure.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Safety Barrier

Where new roads, turning spaces or parking areas are to be situated adjacent to the railway; which is at or below the level of the development, suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling onto the railway or damaging the lineside fencing.

Foundations

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

Ground Disturbance

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

Network Rail vehicular access to the south of the MSCP

Vehicular access for Network Rail should be maintained along the southern side of the proposed multi storey car park.

Alternative Recommendation

9.2 If the Section 106 Legal Agreement is not completed by 31st December 2016, to **DELEGATE** to the Head of Planning and Countryside to **REFUSE PLANNING PERMISSION** for the following reason, or to extend the period for completion if it is considered expedient to do so:

The development fails to provide an appropriate scheme of works or off site mitigation measures to accommodate the impact of development on local infrastructure, services or amenities or provide for affordable housing. Specifically, a s106 legal agreement or other planning obligation has not been entered into in respect of securing an employment skills plan, a travel plan,

affordable housing, a requirement for private housing to remain available to rent only for a period of 10 years, to ensure appropriate waste collection from Blocks G and H, a viability review clause and a highways financial contribution. These are all measures considered necessary to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind to the development, The development therefore fails to comply with the National Planning Policy Framework, Policies CS5, CS6 and CS13 of the West Berkshire Core Strategy 2006-2026, which seek to ensure the timely delivery of infrastructure made necessary by development (CS5), to secure affordable housing (CS6) and to ensure appropriate highways mitigation (CS13), as well as West Berkshire District Council's adopted Planning Obligations SPD.