

Individual Decisions

The attached reports will be taken as an Individual Portfolio Member Decisions on:

19th December 2008

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Individual Executive Member Decision

Title of Report:	Station Road, Newbury - Introduction of Pay and Display
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	19 December 2008
Forward Plan Ref:	ID 1716

Purpose of Report: To inform the Executive Member for Highways, Transport & ICT of the responses received during the statutory and public consultation on the review and introduction of waiting restrictions, including Pay & Display restrictions, within Station Road, Newbury and to seek approval of officer recommendations.

Recommended Action: That the Executive Member for Highways, Transport & ICT resolves to approve the recommendations as set out in section 4 of this report.

Reason for decision to be taken: To enable the Station Road, Newbury Pay and Display restrictions to be progressed to implementation.

Key background documentation: Plan No. PS/21/001.
Residents Parking Policy and Guidance report dated 12th August 2004.
Executive Report dated 13th December 2007.
Executive Report dated 10th July 2008.

Portfolio Member Details	
Name & Telephone No.:	Councillor Emma Webster - Tel (0118) 9411676
E-mail Address:	ewebster@westberks.gov.uk
Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic and Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	The consultation is in accordance with the Council's Consultation procedures.
Financial:	<p>The Statutory Consultation and advertisement procedure and implementation of the physical works will be funded from the approved Capital Programme.</p> <p>In order to ensure that no subsidy is required to maintain the current level of operating surplus from the off-street parking operation, it is necessary to introduce on-street charging in Station Road.</p> <p>If there are any financial implications contained within this report this section must be signed off by a West Berkshire Group Accountant. Please note that the report cannot be accepted by Policy and Communication unless this action has been undertaken.</p>
Personnel:	None arising from this report.
Legal/Procurement:	The Sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	The proposals make best use of available road space for parking, balancing wherever possible the needs of residents and commuters. Consequently they provide environmental benefits for residents of the area.
Partnering:	The Council is working in partnership with the Police to ensure that the project operates as it should.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	<p>None arising from this report as disabled parking provision is being maintained.</p> <p>For advice please contact Principal Policy Officer (Equalities) on Ext. 2441.</p>

Consultation Responses

Members:	
Leader of Council:	To date no response received from Councillor Graham Jones. However any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Commission Chairman:	Councillor Brian Bedwell has no comment to make on the overall report.
Policy Development Commission Chairman:	Not applicable.
Ward Members:	Councillor Roger Hunneman's comments are included in Appendix A, together with officer comments.

To date no response received from Councillor Gabrielle McGarvey. However any comments will be verbally reported at the individual decision meeting.

Opposition Spokesperson:

Councillor Keith Woodhams has noted the draft ID reports to be considered on 19 December.

Local Stakeholders:

Have been consulted as part of the public and statutory consultation process.

Officers Consulted:

Mark Edwards, Mark Cole

Trade Union:

Not applicable.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 Station Road is located within Zone SW1, an area of Newbury within which parking restrictions were introduced in January 2006 as part of the Newbury Parking Strategy. The review of Zone SW1 was undertaken during April 2007 and as a result, the unrestricted parking on the south side of Station Road was adjusted to allow echelon parking which increased the parking capacity in the vicinity of the station.
- 1.2 The remaining lengths of Station Road are available as either unrestricted parking, disabled parking close to the station entrance, or a length of approximately 55 metres of 'Limited Waiting' in the area near the junction with Bartholomew Street. However approximately 60 metres on the north side of Station Road, to the immediate front of the railway station main building, is not public highway.
- 1.3 As part of the West Berkshire Clear Streets Project, the District Council is in the process of taking on Civil Parking Enforcement powers. Part of this project included an element of on street charging in Station Road, Newbury.
- 1.4 The rationale for this is that Newbury's roads should not be used for all day free parking by commuters, but should be for the benefit of visitors, shoppers and workers in Newbury as well. The charging regime proposed will make this possible.
- 1.5 The Executive at its meeting on 13th December 2007 considered a report (EX1450) about on street charging as part of the West Berkshire Clear Streets Project when it resolved to introduce on-street parking charges in Station Road, Newbury only

(subject to consultation with Ward Members) and defer any decision on the wider introduction of on-street charging until after the first year of operation of decriminalised parking enforcement.

- 1.6 It is proposed to replace all unrestricted parking on Station Road with Pay and Display parking. The statutory consultation and advertisement of the proposals was undertaken between 23rd October and 13th November 2008.

2. Responses to statutory consultation

- 2.1 The public were made aware of the proposals by a Notice in the local paper, details on the Councils website and approximately 14 street Notices were erected on Station Road. At the end of the consultation and advertisement period four responses had been received. A summary of the comments together with officer responses is detailed in Appendix A of this report.
- 2.2 The Local Ward Members and adjacent Ward Members, whilst indicating their support in principle for the proposals, have expressed concern over the possible displacement of parked vehicles and have requested that this subject be addressed as part of the scheme. It will not be possible to consider displacement issues until after the start of enforcement by the Council in April 2008. However this issue will be carefully monitored and addressed if necessary in Summer 2009.
- 2.3 Since the close of the statutory consultation period one of the objectors undertook his own consultation by attaching information to vehicles parked in the area of the railway station on Station Road. The responses were submitted on 24th November 2008 and for information the responses from this unofficial consultation are detailed in Appendix B of this report.

3. Conclusion

- 3.1 The comments to the statutory consultation are not surprising given that commuters would have to pay to park on street where as previously it was free.
- 3.2 On street charging is an integral part of making the Clear Streets Project financially viable. Further details of this can be found in the report (EX1450) that was presented to the Executive at its meeting on 13th December 2007.
- 3.3 Due to the nature of parking schemes it can often be difficult to predict where any displaced parking may occur. Therefore parking schemes are monitored to determine their effectiveness and should any amendments be required these can be introduced as part of the review process, subject to the standard consultation procedures being followed.

4. Recommendations

- 4.1 That the on-street charging proposals be introduced as advertised.
- 4.2 That the scheme be monitored following its introduction, to identify and address any displacement issues. This can be incorporated within a further review of Zone SW1.
- 4.3 That the respondents to the statutory consultation be informed accordingly.

- 4.4 That the respondent who organised the unofficial consultation be informed accordingly and advised that, although the comments were received after the close of the consultation period, they have still been considered.

Appendices

Appendix A - Summary of the responses received during the Statutory Consultation.

Appendix B - Responses received by respondent to the unofficial consultation.

Station Road, Newbury - Introduction of Pay and Display**Summary of comments to Statutory Consultation****Appendix A**

No. of Comments	Comments	Officer Comments
2	<p>Rail commuters questioned the rationale for introducing on-street charging in the area of the railway station.</p> <p>They considered that the parking on Station Road has always been free and that there has been no justification made for the proposed changes, except to tax commuters.</p> <p>Commuters currently able to use the unrestricted parking may decide to use their car instead of the train, resulting in increased car usage and longer trips which are environmentally damaging.</p>	<p>Refer to paragraphs 1.3, 1.4 and 1.5 of the report as to the reason why on street charging is being introduced.</p> <p>The proposed week-day charge is less than the current daily charge for the railway station off-street car park. Decisions on whether to commute by car or to park then use the rail are often based on comparative costs and convenience.</p>
2	<p>The introduction of restrictions will discourage visits to Newbury and add to individual travel costs. An additional estimated cost of £840 based on 240 days at £3.50 per day was quoted.</p>	<p>The on-street charge proposals are similar to the current off-street parking fees across Newbury and there is no reason to believe that on street charging will discourage visitors to Newbury.</p> <p>The current daily charge for the railway station off-street car parks (administered by agents for First Great Western) is £4.20 between Monday and Friday, when parking before 11am. A £2 charge is raised for parking after 11am and all day Saturday and Sunday. Approximately 240 cars can park within the car parks on the north and south side of the railway station and they are generally near to capacity. This indicates that commuters accept that they have to pay for parking close to the station.</p> <p>It is considered that the proposals are fair in that they provide paid for spaces for all day commuters as well as short stay provision for visitors and shoppers to Newbury, particularly to nearby Bartholomew Street.</p>

Station Road, Newbury - Introduction of Pay and Display**Summary of comments to Statutory Consultation****Appendix A**

No. of Comments	Comments	Officer Comments
2	The proposal will add to the attraction of nearby towns where the train service is far superior or car parking is free of charge.	The proposals may influence a small number of commuters, however factors such as rail timetables and convenience also are key. Newbury is a main commuter rail route between Bristol and London and there is no reason to consider that train services and car parks are superior elsewhere.
1	One commuter challenged the Statement of Reasons and questioned whether the bus service would be improved to allow people to reach the station throughout the day.	The Statement of Reasons is to indicate why an Order is being proposed and is not the cause for objecting. There are already sufficient bus services to the rail station which meets the trains during peak periods. There are no plans to include additional bus services.
1	During previous parking proposals, local residents were advised that additional parking would be provided in Station Road, why has this been rescinded?	This has not been rescinded. Additional parking was created by the re-alignment of the unrestricted parking spaces on the south side of Station Road.
1	The notices do not advise of the implementation date.	There is no requirement to provide an implementation date on Notices, as the scheme may be subject to delays whilst any objections are addressed or the proposal may not be implemented. A further Notice will be published in the local paper informing the public of the date the order comes into operation.
1	One respondent objected on the grounds that displacement effects had not been considered and questioned whether such measures would impact on the Parking Policy objectives and key principles.	The scheme will be monitored to determine if there is any displacement of parked vehicles into surrounding residential streets. Any issues will be addressed as part of the review procedure.

Station Road, Newbury - Introduction of Pay and Display**Summary of comments to Statutory Consultation****Appendix A**

No. of Comments	Comments	Officer Comments
1	One respondent requested copy of the cost benefit analysis undertaken to prove the cost effectiveness of the proposals.	The Clear Streets Parking Project report (EX1450), which is publicly available on the Councils website, includes details of the cost benefit analysis.
1	Charging was only justified if CCTV was to be installed to prevent vandalism.	On-street parking in West Berkshire district, whether through parking charges or limited waiting restriction is not routinely conditional on CCTV observation. If there is a persistent vandalism issue then this could be raised as an anti-social issue for the police to consider for enforcement.

Councillor Comments to Draft Report	Officer Comments
<p>I. Councillor Roger Hunneman is concerned about the displacement effect and wants a review of Zone SW1 on-street parking and residents parking to be carried out as this proposal materially affect the soundness of the original consultation. If residents had been made aware of the Council's scheme for Station Road they may well have decided in favour of a residents parking scheme in the roads affected by commuter parking.</p> <p>II. He noted that the proposed hours of operation of the scheme are 8am to 6pm weekdays and Saturdays and does not include Sundays. He would rather this scheme was not applied to Saturdays so that shoppers are encouraged to use the retail businesses in Bartholomew Street (south) and in the south of the town as these areas are suffering from a decline in footfall.</p>	<p>I. Refer to paragraph 3.3 of the main report.</p> <p>II. The operation times of the scheme are consistent with the railway station car park. Therefore removal of parking charges for Saturdays would encourage commuters to park on Station Road and potentially reduce the available space for shoppers.</p>

Station Road, Newbury - Introduction of Pay and Display**Comments to unofficial consultation****Appendix B**

The comments below are those that were sent to one of the respondents that objected during the statutory consultation period following their unofficial consultation on 20th November 2008.

Car Parking South Side Newbury Station

The content of the unofficial consultation letter that was put on commuters cars was:

As you are probably aware the West Berkshire Council has been consulting on the imposition of on-street car park charges (Pay and Display) in Link Road and Station Road. They are considering a charge of £3.50 for over four hours stay.

I use the on-street parking during the day; catching the train to London. I have responded to the Council expressing opposition to the proposal as there does not appear to be a traffic management reason for doing this and it just looks like revenue raising (taxation) measure.

You may also have responded.

In addition, I contacted the Newbury Weekly News and they may do a news item on this next week. They have asked if I know of any one else who has objected.

It would help if the reporter could be told of the level of objections to the charges so if you have objected and would be prepared to let me know that you have can you please email me (by Saturday noon) at <REMOVED> (I would not mention names to the NWN)

Thanks

Station Road, Newbury - Introduction of Pay and Display**Comments to unofficial consultation****Appendix B**

	Email responses to the above letter include: (Names have been removed)	Officer Comments
1.	<p>I have not objected, but will be now I know what the council is proposing.</p> <p>I will also be making the council aware of the many Post Office staff members who use the parking outside the station, which does compound the issue along the road, as it limits the number of parking spaces available for genuine Rail travellers.</p>	<p>No specific reason given for the objection. Currently any road users, including Post Office workers, are entitled to park on Station Road unrestricted.</p>
2.	<p>I received your note on my car last night. I was unaware of the plans the charge for parking.</p> <p>Like you I also travel to London on a daily basis, paying circa £4,100 per annum. If this additional charge came in I would be forced to pay an additional £900 per annum. Being a single parent this would force me into searching for local employment. I live outside Newbury so seeking additional ways to travel to the station is not an option.</p> <p>If the government are trying to encourage us to use public transport, this is not the way. I catch the 6.25am train in order to use this parking facility, thereby reducing the volumes of commuters at peak times.</p> <p>Newbury parking is becoming outrageous. They are using space that is chargeable to build upon, it is my view the council are feeling the pinch and seeking more ways to regain this revenue.</p> <p>I am sure my views are similar of others, but have no objection to you using them if they differ. As I was unaware of these plans I have not complained but would welcome information on doing so.</p>	<p>Refer to Appendix A.</p>
3.	<p>Thanks for your note regarding proposed charges.</p> <p>I agree entirely and consider the action more likely to put additional vehicles on residential street parking around the station. It certainly is revenue raising as I would see no benefit or improvement for the daily charge. Please keep me in your circulation list.</p>	<p>Refer to Paragraph 3.3 of the report.</p>

Station Road, Newbury - Introduction of Pay and Display**Comments to unofficial consultation****Appendix B**

4.	<p>I found your note under my windscreen last night - thank you for that which was a good idea. I showed it to five of my other fellow commuters on the 6.25 this morning so hopefully you'll get some more emails today. I will also write to the council. Perhaps you would mention to the journalist that residents in Chesterfield Road and thereabouts will be irritated because they'll never be able to park by their own houses as that is where we will migrate to, and the people who park there now will go slightly further afield I imagine. With the state of the economy today and the continually increasing train fares, it does go against the grain to put in pay and display - and how is one supposed to have £3.50 in change five times a day to hand? I rather thought the council were supposed to encourage us to use public transport - we need to drive to the station as there isn't a bus available, but neither I nor the council or government should welcome me (and others) driving into central London.</p> <p>You might also want to mention that post office workers park in Station Road first thing in the morning too - perhaps the journalist would like to talk to them too?</p> <p>Thanks for trying to get the council to do a U-turn.</p>	Refer to Paragraph 3.3 of the report.
5.	<p>I picked up your leaflet yesterday and would like to express my total agreement with the opposition to on street parking charges around the station approaches. The rail travellers already pay premium rates to travel on the railway and now the council wants to add to that burden.</p> <p>In my view it will only cause problems with street parking further away from the station. It is obviously a revenue raising proposal and nothing to do with local resident objections or traffic management. I have no objection to my name being used if required.</p>	Refer to Appendix A.
6.	<p>I am just emailing you with regards to a note you put on my mums car, she parks next to the train station also and she wanted me to email you saying that she agrees with your objection to the council charging for people to park there. She doesn't have access to email so I am sending this on her behalf. She works in a shop not far from where she parks so if they did charge it would mean she would have to find somewhere else to park as she would not be able to afford the charges.</p>	The charging proposals will provide better opportunities for workers, shoppers, visitors and commuters by providing a turn around of spaces. It is acknowledged however that this will no longer be free of charge.

Station Road, Newbury - Introduction of Pay and Display**Comments to unofficial consultation****Appendix B**

7.	<p>I was forwarded your note re the parking situation, I no longer commute to London although my husband still does and I probably travel in around once a week. I am really disappointed re the parking and feel like we were taken for fools when they added the marked bays outside the station. At the time we feared pay and display and were told they were just being added to make extra spaces not for pay and display yet here we are.</p> <p>My husband walks to the station these days but the pay and display situation does effect us as we live in Abbey Close which is off Newtown Road, I fear that with people having to pay they will look for free alternatives elsewhere even if it means a short walk and therefore we could be directly effected as could friends of ours who are in Priory Road and around the Chesterfield Road area. I wonder if all local residents have been made properly aware and by local I mean all the residential areas off Newtown Road etc?</p> <p>We will both most definitely be complaining do you have a contact at the council for this? Well done for rallying everyone on this.</p>	<p>The marked bays on the north side of Station Road, directly outside the station are not on public highway and are administered by agents on behalf of First Great Western. The bays on the south side were adjusted to increase the capacity of the available parking in Station Road for the benefit of commuters. Comments regarding displacement have been covered in paragraph 3.3 of the report.</p>
8.	<p>A fellow commuter brought your leaflet to my attention and I totally agree with you. I travel on the 6.25 from Newbury to London every morning and when I use my car I always manage to get a space in the parking bay across from the station or at the top of the road. Considering how much we spend every year on a season ticket I really object to the West Berkshire Council trying to take another £3.50 a day from us. When the new layout and the parking bays were all being revamped, myself and quite a few other commuters sent e-mails stating that we were objecting to this if they were going to be charging us to use the new spaces, we were assured then that we definitely would not be charged!</p> <p>They're trying to get people to use public transport rather than putting more cars on the M4 going into London, but this isn't really a good way of going about it</p> <p>I'm glad that you've heard about this and I'm glad you're doing something about it, hopefully if enough people complain about it and if the Newbury Weekly News takes it on, something might be done about it.</p>	<p>Refer to Appendix A.</p>

Station Road, Newbury - Introduction of Pay and Display**Comments to unofficial consultation****Appendix B**

9.	<p>I read your note left on my car last night. I didn't know anything about the consultation on car parking charges by the station. Could you let me know if there is a named person to whom I can direct a letter of complaint please? Is it worth writing to Richard Benyon MP or is he in cahoots with the council???</p> <p>I am furious. I am a Med Sec with the NHS. My pay has been frozen by the Government, the rail fares are obscene but I do love my job, hence I stay in it. However, if charges for parking are brought in then I may have to leave..... is the Council mad, in the current climate, to be whacking more charges on the public when we are paying substantial council tax also?</p> <p>Many thanks for making me aware of the situation.</p>	<p>Refer to Paragraph 2.1 of the report regarding the statutory consultation and travel costs have been responded to in Appendix A.</p>
10.	<p>Hi there, husband got your note on the car and we thought we would join you in complaining. Please see mail I have sent today to West Berks Council.</p>	<p>N/A</p>
11.	<p>I have recently heard that you are in consultation about possible on street car park charges for Link Road and Station Road in Newbury.</p> <p>I travel to London frequently and am already paying a huge amount in fares to do so. I regularly park in either of these roads as I am at the station for one of the first trains to London.</p> <p>Can you tell me why you are even contemplating charges, as I cannot see any reason except to make money out of travellers like me.</p> <p>The roads are not overcrowded and work simply on a first come, first served with space basis and helps with the extortionate costs of travelling for work already imposed on people like me.</p> <p>I am objecting strongly to this proposal and look forward to hearing from you shortly.</p>	<p>The decision to introduce on-street parking is explained in paragraph 1.3 1.4 and 1.5 of the report.</p> <p>Refer to Paragraph 2.1 of the report regarding the statutory consultation and travel costs have been responded to in Appendix A.</p>
12.	<p>Agree with your sentiment entirely. Please count me as an objector.</p>	<p>No specific reason given for the objection.</p>
13.	<p>Thank you very much for going to the trouble of putting a notice on my car yesterday.</p> <p>I had heard about this but nobody else I spoke to knew anything about it. I do of course object.</p> <p>When the present car arrangement was being set up I spoke to someone at WBDC who advised that additional spaces were being provided to relieve car parking in the adjoining streets where residents were complaining. (continued...)</p>	<p>Refer to Paragraph 2.1 of the report regarding the statutory consultation and travel costs have been responded to in Appendix A.</p>

Station Road, Newbury - Introduction of Pay and Display**Comments to unofficial consultation****Appendix B**

(...continuation)

This proposal will simply mean that more cars will be parked in residential areas to make this situation worse.

I agree that it is purely a revenue collection device. I have no objection to this being used by the press and am happy to be quoted. I will be making this objection to WBDC.

2nd Email –

I have attempted to submit an objection but when I eventually found the entry on WBC web site consultation closed on 13 November.

Can you please add to the reporter that the proposal has received very little if any publicity - I usually read the Newbury today web site - and if you had not circulated a note I would not have known about it.

Individual Executive Member Decision

Title of Report:	LDF Annual Monitoring Report
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	19 December 2008
Forward Plan Ref:	ID1718

Purpose of Report: To summarise requirements for and content of the Annual Monitoring Report

Recommended Action: AMR to be approved for publication and submission to Government Office

Reason for decision to be taken: Statutory requirement that AMR is submitted by 31 December 2008

Key background documentation:

Portfolio Member Details	
Name & Telephone No.:	Councillor Alan Law - Tel (01491) 873614
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Contact Officer Details	
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Job Title:	Principal Planning Officer
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Implications

Policy:	Reports on implementation of planning policies
Financial:	Housing and Planning Delivery Grant will reward plan-making and housing delivery, which are reported in the AMR If there are any financial implications contained within this report this section must be signed off by a West Berkshire Group Accountant. Please note that the report cannot be accepted by Policy and Communication unless this action has been undertaken.
Personnel:	No implications
Legal/Procurement:	No implications
Environmental:	Reports on implementation of planning policies
Partnering:	No implications
Property:	No implications
Risk Management:	No implicationsNo implications
Community Safety:	No implications
Equalities:	No implications For advice please contact Principal Policy Officer (Equalities) on Ext. 2441.

Consultation Responses

Members:	
Leader of Council:	No response
Overview & Scrutiny Commission Chairman:	No response
Policy Development Commission Chairman:	No response
Ward Members:	
Opposition Spokesperson:	No response
Local Stakeholders:	
Officers Consulted:	
Trade Union:	

NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval		<input type="checkbox"/>
Delays in implementation could have serious financial implications for the Council		<input type="checkbox"/>
Delays in implementation could compromise the Council's position		<input type="checkbox"/>
Considered or reviewed by OSC or associated Task Groups within preceding 6 months		<input type="checkbox"/>
Item is Urgent Key Decision		<input type="checkbox"/>

Supporting Information

1. Background

- 1.1 The Annual Monitoring Report (AMR) is an important part of the Local Development Framework (LDF). It reports on progress on LDF preparation and on implementation of policies for the previous financial year and must be submitted to the Government Office by the end of December.
- 1.2 The document contains mainly factual information, but is also required to:
- review progress of Local Development Document (LDD) preparation against the timetable and milestones in the Local Development Scheme (LDS)
 - Assess the extent to which LDD policies are being implemented
 - Where policies are not being implemented, explain and set out steps to ensure implementation or whether the policy is to be amended or replaced
 - Identify significant effects of policies in LDDs and whether they are as intended
 - Identify where policies need to be amended or replaced
- 1.3 The AMR is therefore the main mechanism for assessing the LDF's performance and effects, reflecting the concept of 'plan, monitor and manage'. The AMR is in part a vehicle for the local authority to highlight any constraints on plan delivery, as well as being a trigger for plan review.

The Draft AMR was presented to the Local Development Framework Working Group on 28 November 2008 and copies distributed. No comments have been received from the LDF Working Group members following the meeting.

2. The Content of the AMR

- 2.1 The 2008 AMR reports on progress in plan preparation: as we are currently preparing a revised LDS, in consultation with GOSE, there are no agreed milestones to measure progress against.
- 2.2 Although the structure and content of the AMR is a matter of local judgement, there are a number of 'core output indicators' that authorities are required to monitor. These are intended to feed into the monitoring of regional indicators. The core output indicators were amended in July 2008. We have been able to report on almost all the new and amended indicators. In addition a number of local indicators are included to monitor the Local Plan policies.

2.3 Some key figures from the AMR are included below:

Total net housing completions – 687

Affordable housing completions – 135

Percentage of new housing on previously developed land – 82%

New permissions for housing – 876

Outstanding commitments for housing -2464

3. Financial Implications

3.1 The Housing and Planning Delivery Grant (HPDG) which replaced PDG has shifted the focus from timely decisions on planning applications to housing delivery (including identification of a 5 and 15 year supply of land for housing) and to plan making. The information required for the AMR is therefore important in determining the level of HPDG which the Council will receive.

Appendices

Draft Annual Monitoring Report 2008

Annual Monitoring Report 2008

Executive Summary

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Preparation of the Local Development Framework

The Annual Monitoring Report (AMR) has been prepared, in accordance with the requirements of the Planning and Compulsory Purchase Act 2004, to monitor and review the progress made with the preparation of the Local Development Framework (LDF) and the extent to which planning policies are being successfully implemented.

The Development Plan for West Berkshire comprises the Berkshire Structure Plan (BSP), adopted in July 2005, the West Berkshire District Local Plan (WBDLP) adopted in June 2002, the Replacement Minerals Local Plan for Berkshire (RMLP) incorporating alterations adopted December 1997 and May 2001 and the Waste Local Plan for Berkshire (WLP) adopted December 1998. The South East Plan will eventually replace the Structure Plan and the Local Plan will be replaced in stages by the various Development Plan Documents (DPDs) within the LDF.

The Local Development Scheme (LDS) sets out the timetable for LDF preparation. The AMR reports on progress towards meeting the timetable in the LDS. A revised draft LDS was submitted to the Government Office in 2006 and this timetable was further reviewed in early 2007 and revisions submitted to the Government Office in March 2007. The Government Office informally confirmed the LDS but it was agreed that a review of the timetable may be appropriate in the light of the publication of the South East Plan Panel Report. The Government Office then advised that the new timetable should be drawn up following the publication of the revised PPS12 and the new regulations, published in June 2008. The Council has now drawn up a revised LDS and is currently discussing the timetable with the Government Office.

Progress on the LDF has been as follows:-

- **The Statement of Community Involvement (SCI)** was submitted to the Secretary of State in August 2005 as scheduled. Objections were addressed at examination by written representations and the Inspector's Report was received in May 2006. The SCI was adopted in July 2006.
- **The West Berkshire Planning Strategy DPD (the Core Strategy)** was submitted to the Secretary of State on 22 September 2006 in accordance with the 2006 version of the LDS. Following advice from the Government Office and the Planning Inspectorate that the Strategy was unlikely to be found sound, the Council agreed that it should be withdrawn. Since withdrawal, the council has been working to add to the evidence base for the Core Strategy, and to ensure that the revised strategy is more specific in terms of housing location, distribution and delivery.

Two Supplementary Planning Documents have been prepared:

- The Market Street Urban Village Supplementary Planning Document (SPD) was adopted ahead of schedule in June 2005.
- Quality Design- West Berkshire SPD was published for consultation in October 2005 and adopted by the Council in June 2006.

Monitoring the Key Elements of the Local Development Framework 2007/08

This section of the AMR examines the success of Development Plan policies in meeting objectives and targets, under a number of topic headings. Contextual indicators describing the wider social, environmental and economic background are presented, together with output indicators, which measure quantifiable activities directly related to the implementation of planning policies. Government guidance sets out core output indicators that must be included within the AMR. Some local output indicators are also included to reflect local priorities, and it is intended that the scope of these be increased in future AMRs. The significant effects of policies in terms of sustainability are also highlighted.

Main highlights of the monitoring exercise :-

Business Development – most employment development in 2007/08 was in general and light industrial uses, mainly located in the protected employment areas designated in the Local Plan. Over 70% of employment development was on previously developed land. Some losses of office space in Newbury town centre resulted from redevelopment or conversion to residential use, and there were also some losses of employment land in the smaller settlements of the district.

Housing Delivery – There were 683 net completions of dwelling units in the year. This means that the cumulative Structure Plan requirement for the period 2001/02 to 2007/08 has been met. Numbers are expected to be lower for the next two years. The high level of commitments means new greenfield developments are unlikely to be required

Executive Summary

before 2013/14. 82% of residential completions were on previously developed land and the high percentage of outstanding commitments on previously developed land indicates that the level of development on brownfield sites is likely to remain high for the next few years .

Affordable Housing – There were 135 affordable housing units completed in 2007/08. These included 76 units on the Local Plan housing site at Hermitage. The Berkshire Housing Market Assessment and the Economic Viability Assessment will provide up-to-date evidence to support policies for affordable housing in the LDF.

Accessibility – the majority of new residential developments were in locations with good access by public transport to a range of services.

Town Centres – The most significant retail developments in 2007/08 were out of town centre developments in the London Road and Faraday Road areas. Significant additional retailing is planned with commencement of the development at Parkway, in Newbury town centre, in October 2008.

The Environment – A County-wide habitat and landuse digital mapping project has been undertaken to record priority habitat types.

Background

1.1 Following the introduction of the Planning and Compulsory Purchase Act 2004 Local Planning Authorities are required⁽¹⁾ to monitor and review the progress made with the preparation of the Local Development Framework (LDF) and the extent to which policies in Local Development Documents (LDDs) are being successfully implemented. The published Annual Monitoring Report (AMR) assesses progress towards meeting the timetable and milestones set out in the Local Development Scheme (LDS) and reports on a number of indicators which measure the effectiveness of planning policies. This process forms a key part of the Government's 'plan, monitor and manage' approach to the planning system, and is the key to developing a robust evidence base.

1.2 This AMR is the fourth to be produced under the new planning system and builds on the format of previous years. It reports on the core indicators which local planning authorities are required to monitor, together with a number of local indicators which monitor the effectiveness of planning policies. In this transitional period of introducing the new planning system, the AMR monitors the saved policies of the adopted Development Plan, which includes the Berkshire Structure Plan and the West Berkshire District Local Plan. In future years, these policies will be replaced by policies within the local development documents prepared as part of the Local Development Framework.

Planning Context

1.3 The Development Plan for West Berkshire comprises the Berkshire Structure Plan (BSP) 2001-2016, adopted July 2005 and the West Berkshire District Local Plan (WBDLP) adopted June 2002 (Saved Policies), together with the Replacement Minerals Local Plan for Berkshire, incorporating alterations adopted December 1997 and May 2001 and the Waste Local Plan for Berkshire adopted December 1998. Regional Planning Guidance 9 (RPG9) sets the regional planning framework until the South East Plan, produced by the South East England Regional Assembly (SEERA), replaces both RPG9 and the BSP. The consultation period on the Government's proposed changes to the South East Plan has recently ended and the Plan is expected to be adopted in 2009.

1.4 The WBDLP will be replaced in stages by various Development Plan Documents within the Local Development Framework (LDF). The programme for production of the LDF is set out in the Local Development Scheme (LDS). Documents will include the West Berkshire Planning Strategy, which will set out the strategic approach to spatial planning in the District. Under the Planning and Compulsory Purchase Act 2004, policies in Development Plans stayed into effect until 27th September 2007. The Council requested an extension to a number of Local Plan policies and these have been saved by the Secretary of State.

Key Characteristics of West Berkshire

1.5 West Berkshire is an administrative area of 704 square kilometres containing extensive rural areas; 74% of the land area lies within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). There are two main urban areas, the towns of Newbury and Thatcham and the urban areas of Tilehurst, Purley and Calcot to the west of Reading. Rural West Berkshire is a large and diverse area which contains a number of larger towns and villages, including Hungerford, Lambourn and Kintbury in the west and Pangbourne, Burghfield Common and Mortimer to the east. There are a large number of smaller village communities throughout the area.

1.6 The District occupies a strategic position where the East-West M4 corridor intersects the North-South route of the A34. There are mainline railway services to London and good road connections to nearby larger centres such as Reading, Oxford, Swindon and Basingstoke. These factors, combined with the high quality urban and rural environment within the district, have contributed to a thriving economy, making the area a popular place to live and work.

1.7 The general high standard of living in the District is reflected in many social and economic indicators. Levels of economic activity are higher than the national average. People in West Berkshire enjoy better health and lower crime rates than the national average. Levels of educational attainment are high. The high level of affluence in the area is however tempered by pockets of deprivation and exclusion in both urban and rural areas.

1 Section 35 Planning and Compulsory Purchase Act 2004 (HMSO: May 2004)

1 Introduction

Map 1.1 West Berkshire



1.8 Employment provision is diverse. West Berkshire has a strong industrial base, characterised by new technology industries with a strong service sector and several manufacturing and distribution firms. The areas that have the highest concentrations of employment are Newbury Town Centre and the industrial areas and business parks in the east of Newbury, the business parks at Theale, Colthrop industrial area east of Thatcham and the Atomic Weapons Establishments at Aldermaston and Burghfield.

1.9 House prices in West Berkshire are high and the provision of affordable housing to meet local needs, particularly for young people and key workers, is one of the Council's priorities.

1.10 The physical landscape of West Berkshire comprises the Thames Basin Heaths in the South of the District, the Hampshire Downs, the Berkshire and Marlborough Downs, the Chilterns in the North East and the Thames Valley. There are many important areas of biodiversity, including Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSI), Local Nature Reserves and Wildlife Heritage Sites. There are also a number of important historical and archaeological sites, including nearly 2000 listed buildings, 52 Conservation Areas, 13 Historic Parks and Gardens, 99 Scheduled Ancient Monuments and two historic Civil War Battlefields.

Key Issues Facing West Berkshire

1.11 Research, including public consultation and the Scoping Report of the West Berkshire Planning Strategy, has highlighted a number of key issues affecting West Berkshire now and in the future that will inform the Planning Strategy.

- **Changing demographics.** Statistics ⁽²⁾ indicate that the population of the area as a whole is projected to rise to 169,900 by 2026 and the population of over 65's is forecast to grow by over 50% over the same period. Demographic changes will have implications for the type and size of housing required.
- **Access to housing.** In an area of high average incomes and high property prices it is difficult for some workers, those on lower incomes and first time buyers, to afford housing. This has intensified over the last few years as house prices have risen sharply and remains a key issue in the current financial downturn.
- **Conserving and enhancing environmental character.** Conserving and enhancing the distinctive local character of both the natural and built environment of the District will be a key issue. The high quality, diverse landscape character with its rich cultural and natural heritage contributes to the overall quality of life of everyone in the District.
- **Climate change.** This will be a key issue for the Planning Strategy including the need to reduce carbon emissions and incorporate more sustainable designs mitigating against the physical, social and economic impacts of flooding.

2 Subnational population projections published June 2008 by Office for National Statistics. These projections are based on demographic trends over the last five years

- **Provision of infrastructure.** Consultation has highlighted a concern that community infrastructure including open space, transport links and other services should be provided with new development. The availability of water supply is another key issue as it is in many parts of South East England.
- **Resource use.** Lifestyle and consumption trends have generally resulted in increased demands on energy and material resources. Waste minimisation and recycling, water use efficiency and energy efficiency through the use of renewables will require particular consideration, as they are areas where spatial planning can have a direct role.
- **Sustainable transport.** There is a challenge to provide access to sustainable modes of transport in a District where development and the population are dispersed and there is a high level of car ownership.
- **Economic prosperity & sustainable economic growth.** The District is a key contributor to the economic success of the Western Corridor region and the buoyant economy of the South East. Providing the right conditions to ensure the continuation of a strong and prosperous economic base and accommodating sustainable economic growth within the district, including balancing growth expectations with labour market constraints and infrastructure provision, is a key role for the West Berkshire LDF.

Monitoring Development Plan Policies

1.12 Monitoring is an essential part of the continuous planning process. Local planning authorities should report on the core output indicators which are designed to achieve a consistent approach to data collection across the regional and local levels, covering a number of national planning policy and sustainable development objectives appropriate to local and regional policy.

1.13 The core output indicators were updated in July 2008⁽³⁾. Most of the changes have been incorporated into the 2008 AMR, although there are some new indicators, particularly the new indicator on housing quality, which have not been reported this year.

1.14 Monitoring follows the objectives- policies - targets - indicators approach. Where appropriate, objectives or priorities from the Sustainable Community Strategy, published in 2008⁽⁴⁾, as well as the LDF and Local Plan are presented. Targets, whether local, regional or national, are given where possible and the indicator used to evaluate the policy effectiveness. Actions required, whether in terms of additional monitoring requirements or review of policies, are outlined, together with the significant sustainability effects of the policies.

3 Regional Spatial Strategy and Local Development Framework Core Output Indicators - Update 2/2008. Department for Communities and Local Government July 2008

4 A Breath of Fresh Air - A Sustainable Community Strategy for West Berkshire to 2026. West Berkshire Partnership 2008

2 Local Development Scheme Implementation

The Local Development Scheme (LDS)

2.1 The first LDS was submitted in March 2005 and came into effect on 11 April 2005.

2.2 The AMR 2005 stated that a revised LDS would be prepared. This revised LDS was submitted, after consultation and discussions with the Government Office, in September 2006. This draft timetable was further reviewed in early 2007 and the revisions were submitted to the Government Office in March 2007. The Government Office informally confirmed the LDS in July 2007 but it was agreed that a review of the timetable may be appropriate in the light of the publication of the South East Plan Panel Report. The Government Office then advised that the new timetable should be drawn up following the publication of the revised PPS12 and the new regulations, which were published in June 2008. The Council has now drawn up a revised draft LDS and is currently discussing the timetable with the Government Office.

2.3 There is therefore no current agreed LDS setting out the targets and milestones against which to measure progress on the LDF.

Statement of Community Involvement (SCI)

2.4 Production of the Statement of Community Involvement (SCI) progressed as scheduled in the original 2005 LDS, with submission to the Secretary of State in August 2005. Objections were addressed at examination by written representations and the Inspector's Report was received on 9 May 2006, two months later than scheduled in the 2005 LDS. The SCI was adopted by the Council on 27 July 2006.

West Berkshire Planning Strategy DPD

2.5 The West Berkshire Planning Strategy DPD (the Core Strategy) was submitted to the Secretary of State on 22 September 2006 in accordance with the 2006 version of the LDS. Following advice from the Government Office and the Planning Inspectorate that the Strategy was unlikely to be found sound, the Council agreed that it should be withdrawn. Since withdrawal the Council has been working to add to the evidence base for the Core Strategy. A strategic flood risk assessment, employment land assessment, strategic housing market assessment and economic viability assessment of affordable housing delivery have been completed. Work on a strategic highway assessment, landscape sensitivity study and strategic housing land availability study is nearing completion.

2.6 The Council has also been undertaking work to ensure that the revised Strategy is more specific in terms of housing location, distribution, and delivery. Engagement with stakeholders has been on-going since late 2006 with further consultation on where the Council thinks development should take place in broad terms anticipated in the spring of 2009.

Site Allocations DPD

2.7 Work on the Site Allocations DPD is anticipated to commence in 2009

Newbury Town Centre DPD and DPD for the 'Rural Communities and the Countryside'

2.8 The 2005 LDS contained a timetable for production of an Area Action Plan for Newbury Town Centre and consultation on preferred options took place in 2006. A DPD for the 'Rural Communities and the Countryside' was added to the draft 2006 LDS. These two documents will not be included in the revised LDS, reflecting informal advice received from the Planning Inspectorate which concluded that the issues dealt with in both the Newbury Town Centre DPD and the Rural Communities and the Countryside DPD documents were either already covered by national or regional guidance or else could be covered by the Core Strategy.

Supplementary Planning Documents

2.9 Two Supplementary Planning Documents (SPDs) have been prepared.

- **Market Street Urban Village SPD** was adopted in June 2005, ahead of schedule.
- **Quality Design – West Berkshire SPD** was published for consultation on 28 October 2005 and was adopted by the Council on 19 June 2006.

Local Development Scheme Implementation 2

Village and Town Design Statements

2.10 Since commencement of the Planning and Compulsory Purchase Act five Village and Town Design Statements, prepared in consultation with the local community, have been adopted as non-statutory local authority approved guidance which is a 'material consideration' in the determination of planning applications. These are:

- Newbury Town Design Statement, adopted 19 April 2005
- Compton Village Design Statement, adopted 11 October 2005
- Pangbourne Village Design Statement, adopted 16 November 2005
- Brimpton Village Design Statement, adopted January 2007
- Stratfield Mortimer Village Design Statement, adopted November 2007

3 Business Development and Town Centres

Business Development

Context

3.1 West Berkshire shares in the overall affluence of the south east region. The district has a strong industrial base with new technology industries, a strong service sector and several manufacturing and distribution firms. Details of the employment structure of the district are given in Appendix A.

3.2 Table 3.1 presents indicators of economic activity in the district. Activity rates are higher than regional and national rates, while unemployment rates are lower than average. West Berkshire has a skilled labour force with 35.6% of working age population educated to HND, Degree and Higher Degree level, compared to 28.6% nationally

Table 3.1 Economic Activity

	West Berkshire	South East	GB
Economic Activity Rate (percentage of working age population in employment or unemployed)	87.1%	82.0%	78.7%
Unemployed (unemployed of working age as percentage of economically active)	2.9%	4.2%	5.3%
Job Seeker’s Allowance Claimants (percentage of working age population)	1.1%	1.6%	2.6%

Source: Nomis Official Labour Market Statistics: annual population survey (April 2007 – March 2008)

Planning Objectives, Policies and Indicators

Sustainable Community Strategy Priority Outcomes: To address the skills gap across the district.

Increase the employment rate within key groups.

Enable young people to make a successful transition into the workforce.

Increase employment within rural areas.

LDF Objectives: To help maintain a strong, diverse and sustainable economic base in West Berkshire.

To foster efficient use of land, energy and natural resources, giving priority to the appropriate re-use of previously developed land.

Core Output Indicator

BD1 BD2 BD3: Employment Completions and Commitments

BD1 Total amount of additional employment floorspace - by type

BD2 Total amount of employment floorspace on previously developed land - by type

BD3 Employment land available - by type

Business Development and Town Centres 3

Berkshire Structure Plan Policies	WBDLP Policies
DP8: Rural Communities	OVS.1: The Overall Strategy
EN1: Landscape	ENV.18: Control of Development in the Countryside
	ECON.1: Retention of Existing Employment Sites
	ECON.5: Town Centre Commercial Areas

Table 3.2 Summary Table for Core Output Indicators BD1, BD2 and BD3 (square metres)

		B1a	B1b	B1c	B1	B2	B8	B1-B8 Mix	Total
BD1	Gross	22,519	0	2,338	515	439	9,704	29,552	65,066
	Net	19,795	0	1,298	-2,979	-4,427	8,799	29,552	52,039
BD2	Gross PDL	10,301	0	1,679	0	332	6,351	29,552	48,214
	% gross on PDL	46%	0%	72%	0%	76%	65%	100%	74%
BD3	(i) Softs in ha	0.77	0.00	0.00	0.00	0.00	0.00	0.00	0.77
	(ii) Outstanding hards in ha	27.75	15.00	33.40	10.64	20.80	11.62	8.81	128.02

*Gross floorspace is **internal**, derived from formula outlined on page 8, Core Output Indicators - Update 2/2008; CLG)

Source: JSPU Employment Commitments 2007/08

Commentary

3.3 The table above and those throughout this section outline the breakdown for offices (B1a), research and development (B1b) and light industrial (B1c), along with general industry (B2) and storage and distribution (B8). In addition the breakdown of the B1 floorspace shows those sites which are defined only as business use (B1), and those of a mix of B1/B2/B8 (B1-B8 Mix).

3.4 Table 3.2 illustrates the total amount and type of completed employment floorspace (BD1); the total amount and type of employment floorspace completed on previously developed land (BD2); and the total amount and type of employment land available (BD3). It is evident from the table that 65,066sqm (gross) internal employment floorspace was developed in 2007/08, and the majority of this was for B1a office developments (22,519 sq metres).

3.5 Of the total 65,066sqm (gross) floorspace, 74% was developed on previously developed land (PDL). The majority of all light industry and general industry developments were on PDL, along with a high percentage of B8 storage and distribution occurring on brownfield sites. Just over half of the office developments were on greenfield land, due mainly to a significant development on greenfield land adjacent to Arlington Business Park.

3 Business Development and Town Centres

Total amount of additional employment floorspace - by type

Table 3.3 Floorspace developed for employment use (square metres – gross internal floorspace) 2007/08

GROSS FLOORSPACE (SQ.M.) - Completed	B1 Business	B1-B8 Mix	B1a Offices	B1b R & D	B1c light Ind	B2 General Ind	B8 Storage & Dist.
Newbury Town Centre	0	0	0	0	0	0	0
Newbury/Thatcham Area	0	13,338	595	0	882	30	626
Rest of West Berkshire	515	16,214	21,924	0	1,456	409	9,078
West Berkshire Total	515	29,552	22,519	0	2,338	439	9,704

*Gross floorspace is **internal**, derived from formula outlined on page 8, Core Output Indicators - Update 2/2008; CLG)

Source: JSPU Employment Commitments 2007/08

Commentary

3.6 Table 3.3 shows that the majority of employment floorspace developed in 2007/08 was for office use. Most of this B1a floorspace was developed outside of Newbury, with a significant development at Arlington Business Park (11,460 sqm) and a second at AWE Aldermaston of 10,300 sqm. More detailed tables on employment completions are contained in Table A.2

Employment Land Available

Sites defined and allocated in the Local Development Framework

3.7 Table A.5 lists the employment areas designated in the Local Plan. The total area of land within protected employment areas is 317.9 hectares. A further 54.4 hectares of land at the former Greenham Common Airbase is designated for industrial, distribution and storage uses, with some sporting and recreational use. Further details of outstanding commitments are shown in Appendix A

Sites for which planning permission has been granted

Table 3.4 Outstanding Commitments for Employment Use at March 2008

GROSS SITE AREA (ha.) - Outstanding	Business B1	B1-B8 Mix	B1a Offices	B1b R&D	B1c Light Ind	B2 General Ind	B8 Storage & Dist.
Newbury Town Centre	0	0	0	0	0	0	0
Newbury/Thatcham Area	5.17	7.65	3.06	14.89	15.73	20.71	2.80
Rest of West Berkshire	17.35	7.15	33.85	0	1.87	0.05	8.42
West Berkshire Total	22.52	14.80	36.91	14.89	17.60	20.76	11.22

Source: JSPU Planning Commitments for Employment Uses 2008. Excludes permissions for extensions.

Business Development and Town Centres 3

Policy Effectiveness: No evidence to suggest that policies have been ineffective in encouraging a diverse employment base and in ensuring re-use of previously developed land. There is an adequate supply of land available for employment use, including Local Plan designated sites. These provide an opportunity for diversity of employment uses within the District.

An Employment Land Assessment has been completed which helps assess the future demand and supply of employment land across the District.

Actions Required: The production of Development Plan Documents are required to continue the emphasis on priority for development on previously developed land and encourage a diverse economic base.

Significant Sustainability Effects: A strong diverse economy with a focus in the existing urban areas is important for maintaining high and stable levels of economic growth and development. The emphasis on re-use of previously developed land will reduce the pressure for developing on greenfield sites and assist the revitalisation of built-up areas.

Local Output Indicator LBD1: Amount of floorspace developed for employment by type, in employment or regeneration areas

Berkshire Structure Plan Policies	WBDLP Policies
<p>DP2: Major Development other than Employment, Housing, Retail or Leisure</p> <p>DP8: Rural Communities</p> <p>E1: Location of Employment Development</p> <p>S1: Major Retail and Leisure Development in Town Centres</p>	<p>OVS.1: The Overall Strategy</p> <p>ECON.1: Retention of Existing Employment Sites</p> <p>ECON.5: Town Centre Commercial Areas</p> <p>ECON.6: Future of Former Greenham Common Airbase</p>

Table 3.5 Floorspace developed for employment use in Employment Areas 2007/08

	Internal floorspace - square metres	Percentage of total completed employment floorspace
Business B1	0	0%
B1-B8 Mix	29,552	100%
Offices B1(a)	21,760	97%
Research and Development B1(b)	0	0%
Light Industry B1(c)	278	12%
General Industrial B2	332	76%
Storage/ Distribution B8	5,701	59%
Total	57,623	89%

*Gross Floorspace is **internal**, derived from formula outlined on page 8, Core Output Indicators - Update 2/2008; CLG)

Source: JSPU Planning Commitments for Employment Uses 2008

3 Business Development and Town Centres

Commentary

3.8 Table 3.5 shows the amount of employment floorspace developed in the Employment Areas designated in the WBDLP. Details of these are included in Table A.5. The percentage of office development completed within the Employment Areas was high, with over 95% of all B1a development completed within these areas. On the other hand, the percentage of light industrial space within Employment Areas was lower, at 12%.

Policy Effectiveness: Policies are proving effective in sustaining employment development in the designated protected Employment Areas

Actions Required: None

Significant Sustainability Effects: A focus on existing employment areas enables diversification in the local economic base.

Losses of Employment Land

Local Output Indicator LBD2: Losses of employment land in (i) employment / regeneration areas and (ii) local authority area.

Local Output Indicator LBD3: Amount of employment land lost to residential development.

Berkshire Structure Plan Policies	WBDLP Policies
H3: Location of Housing Development	ECON.1 Retention of Existing Employment Sites
E4: Future Uses for Employment Land	

Business Development and Town Centres 3

Table 3.6 Losses of Employment Land 2007/08

Area	Site	Ha	Existing Use Class	Lost Floorspace (sq m)
Losses to completed residential use				
Newbury Town Centre	Phoenix Brewery, Bartholomew Street	0.06	B1a	567
Total Newbury Town Centre		0.06		567
Newbury	113 Turnpike Road	0.10	B1a	124
Burghfield	Swallow Cottage	0.10	B1a	103
East Ilsley	Abingdon Road	0.08	B1c	176
Total losses to completed residential use		0.34		970
Losses to residential under construction				
Newbury	Enbourne Court	0.21	B1a	582
Thatcham	Crookham Common	0.46	B2	447
Lambourn	The Old Station Yard	0.20	B2	667
Total losses to residential under construction		0.87		1,696
Losses to residential use not yet started				
Theale	70 High Street	0.08	B1c	634
Tilehurst	138-140 City Road	0.05	B1a	510

Commentary

3.9 The WBDLP allows for alternative uses for employment sites, other than for the protected areas subject to ECON.1. There have been some losses of office space (567 sq. m.) to residential use in Newbury town centre to provide 8 new residential units. Outside of Newbury town centre a further 403 sq.m. of employment floorspace has been lost to completed residential uses, and 1,696 sq.m. of lost floorspace to residential uses currently under construction. Overall, a total of 3,810 sq.m. of employment floorspace has been lost to residential use across the district.

Policy Effectiveness: Current policies have allowed the loss of some office floorspace in Newbury town centre and in areas outside of the settlement boundaries. However, despite this, policy has been largely effective in retaining protected employment areas for employment use. The Employment Land Assessment highlights the need to protect office space and provides a picture of future employment land supply and demand.

Actions Required: Production of Development Plan Documents to protect employment provision and facilitate upgrading of lower quality office space.

Significant Sustainability Effects: Some development of employment land for other uses, particularly housing, may assist in revitalising urban areas and reducing requirement for development on greenfield land.

Conversion of office accommodation in town centre has potential to harm the employment base of the town centre and undermine requirement to ensure there is sufficient office accommodation to meet identified need.

Loss of employment in smaller settlements may have an impact on their sustainability, reducing local employment opportunities.

3 Business Development and Town Centres

Town Centres

Context

3.10 The West Berkshire District Local Plan identifies five town centres: the major town centre of Newbury, which is the principal shopping and leisure destination in the district, and the smaller town centres of Thatcham, Hungerford, Pangbourne and Theale. The Local Plan seeks to encourage mixed uses in town centres and protect the vitality of the primary shopping areas.

3.11 The West Berkshire Retail and Leisure Study ⁽⁶⁾ indicated that Newbury's position and status as a shopping and leisure destination has been declining over a number of years, principally due to the increased investment and development that has occurred in other major centres in the region. In October 2003 the document 'Newbury 2025', setting out the long term vision for Newbury and its role in supporting the surrounding villages and rural area, was published. Elements of the Vision have been implemented and others are scheduled to take place. 'Vision' documents have also been prepared for the Kennet and Thames area.

Planning Objectives, Policies and Indicators

Sustainable Community Strategy Priority Outcomes: Increase the footfall in both Newbury and Thatcham town centres.

Ensure that local services remain accessible to the population they serve.

LDF Objective: To shape and safeguard patterns of development which secure good access to education, employment and services.

Core Output Indicator

BD4 Total amount of floorspace for 'town centre uses'

Berkshire Structure Plan Policies	WBDLP Policies
DP5: Quality of Urban and Suburban Areas DP8: Rural Communities E1: Location of Employment Development S1: Major Retail and Leisure Development in town Centres S2: Retail Development outside Major Town Centres S3: Leisure Development outside Major Town Centres S4: Other Sport, Recreation, Tourism and Leisure Uses	ECON 5 Town Centre Commercial Areas SHOP.1: Non Retail Uses in Primary Shopping Frontages SHOP 3: Retail Areas and Retail Warehousing SHOP 5: The Encouragement of Local and Village Shops

Business Development and Town Centres 3

Table 3.7 Completed floorspace (gross & net) for town centre uses within i) town centre areas and ii) the local authority area.

BD4			A1	A2	B1a	D2	Total
	Newbury town centre	gross	367	704	0	0	1,070
		Net	-1,828	704	-1,023	0	-2,147
	Hungerford town centre	Gross	0	0	0	0	0
		Net	0	0	0	0	0
	Lambourn town centre	Gross	0	0	0	0	0
		Net	0	0	0	0	0
	Pangbourne town centre	Gross	0	0	0	0	0
		Net	0	0	0	0	0
	Thatcham town centre	Gross	0	0	0	0	0
		Net	0	0	0	0	0
	Theale town centre	Gross	0	0	0	0	0
		Net	0	0	0	0	0
	Newbury/Thatcham	Gross	1,884	213	595	285	2,976
		Net	1,671	213	-246	285	1,922
	Rest West Berkshire	Gross	135	0	21,924	1,423	23,481
		Net	135	0	21,064	1,396	22,595
	West Berkshire Total	Gross	2,385	916	22,519	1,707	27,528
		Net	-22	916	19,795	1,681	22,369
	Percentage completed in town centres		15%	77%	0%	0%	

*Gross Floorspace is **internal**, derived from formula outlined on page 8, Core Output Indicators - Update 2/2008; (CLG)

Source: JSPU Planning Commitments for Employment 2008

Commentary

3.12 Retail developments across West Berkshire in 2007/08 saw an increase on that of last year, with a total of 2,385 sq metres of gross internal floorspace completed. The majority of this was in the Newbury/Thatcham area with two larger A1 developments in the London Road and Faraday Road Employment Areas. Of the 2,385 sq metres completed for retail use, only 15% of that was completed in town centres, as no town centre other than Newbury experienced retail development.

3.13 The Council is planning for significant additional retailing within Newbury town centre. The planning brief for a major retail development at Parkway was adopted in May 2004 and a planning application was approved in October 2006 for 27,428 sq metres of retail and office floorspace, together with 187 dwellings. Work has commenced on this development this year.

3 Business Development and Town Centres

3.14 In 2007/08 there has been a total of 1,707 sq metres of gross internal floorspace completed for leisure uses within the district, the largest completion being an extension to the Donnington Valley Hotel for 658 sq metres, and a second completion at Tadley for the provision of a new sports facility of 387 sq metres.

Policy Effectiveness: No indication that the policy is proving ineffective.

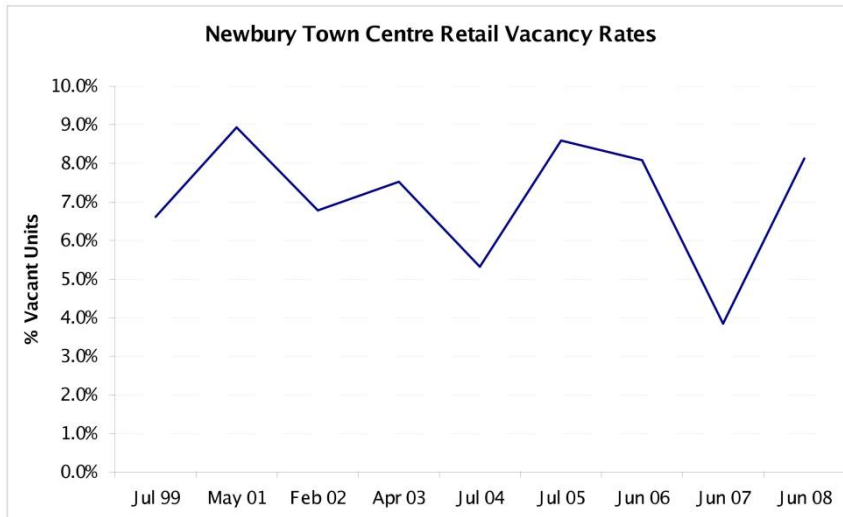
Actions Required: None.

Significant Sustainability Effects: Additional retail & leisure floorspace enhances consumer choice and promotes competition within the retail & leisure sector. The promotion of retail, leisure and office development within town centres helps ensure business and community needs are accessible and helps promote and strengthen the vitality and viability of centres.

Local Output Indicator LBD4: Amount of vacant retail units in town centres

Berkshire Structure Plan Policies	WBDLP Policies
S1: Major Retail and Leisure Development in town Centres	ECON.5: Town Centre Commercial Areas SHOP.1: Non Retail Uses in Primary Shopping Frontages

Picture 3.1 Newbury Town Centre Retail Vacancy Rates 1999 - 2008



Commentary

3.15 The increase in Newbury's vacancy rate is partly due to the Park Way development. Two units which will be demolished on Northbrook Street to make way for a new access road to the Parkway development are currently vacant.

Business Development and Town Centres 3

3.16 Vacancy levels are widely recognised as providing a good indication of the relative health of a centre, although they should be used alongside other indicators such as the mix of uses, pedestrian counts and customer satisfaction and retailer demand in order to give a more accurate indication of a centre's health. Vacancy rates for Hungerford, Thatcham, Pangbourne and Theale for 2002 – 2008 are set out in Appendix B. The increase in vacancy rates in both Hungerford and Thatcham is of note.

3.17 The above information includes retail units (Use classes A1 to A5) plus other town centre uses (such as Use classes D1 and D2) and appropriate sui generis uses.

Policy Effectiveness: The policies reflect one strand of a strategy to maintain and enhance the vitality and viability of West Berkshire's town centres. The relatively low vacancy levels suggest the policies are effective.

Actions Required: Continued monitoring of vacancy rates within the town centre should be supplemented by regular monitoring of other indicators of town centre health.

Policies to be reviewed through the LDF process should reflect PPS6 and the role of town centres as a focus for uses other than retail.

Significant Sustainability Effects: Promoting and strengthening the vitality and viability of town centres helps support successful and inclusive communities.

4 Housing

Context

4.1 The 2001 Census recorded a population of 144,483 for West Berkshire, an increase of 4.1% since 1991. The mid year population estimate for 2008 is 150,700 ⁽⁷⁾ 98% of the population in 2001 were resident in households, with an average household size of 2.46 people, compared to 2.36 people for England and Wales. Data on population and household structure is presented in Appendix C.

4.2 Data on accommodation types and tenure is also presented in Appendix C. At 2001 11.9% of households were accommodated in flats or maisonettes compared with an average of 19.2% for England and Wales. Owner occupation is higher than the national average with 74% of households in owner occupation compared with 68% for England and Wales and 14% of households renting from the local authority or registered social landlord, compared to 19% nationally.

4.3 Data on the housing stock and household sizes is presented in Appendix C. The majority of households are small, 60 percent having one or two people per household. By comparison the housing stock, as recorded in the 2001 Census, is weighted towards larger properties with 75% of household spaces having five or more rooms.

4.4 House prices in West Berkshire rose by over 120% between 1998 and 2006 and are now amongst the highest in the UK. Land Registry data shows the average house price in West Berkshire at March 2008 was £239,172 compared to £184,005 for England and Wales. ⁽⁸⁾ The table in Appendix C shows the average price for different property types. House prices have fallen in recent months as a result of the current financial climate, but affordability remains a critical issue.

Housing Delivery

Sustainable Community Strategy Priority Outcome: Enabling sufficient housing to accommodate continued economic prosperity.

LDF Objective: To enable the effective and timely delivery of the new homes needed to meet West Berkshire's requirements in a manner which promotes sustainable communities

Berkshire Structure Plan Policies	West Berkshire District Local Plan
H1: Overall Housing Provision	HSG1: The Identification of Settlements for Planning Purposes
H2: Housing distribution and Phasing	HSG.5: Allocation of New Housing Sites

Core Output Indicator

H1: Plan period and housing targets

Table 4.1 Plan Period and Housing Targets

	Start of Plan Period	End of Plan Period	Total housing required	Source of Plan Target
H1	2001	2016	9,080	Berkshire Structure Plan
H1(b)	2006	2026	10,500	Emerging South East Plan

7 Office for National Statistics Subnational Population Projections June 2008

8 Land Registry Residential Property Prices March 2008

4.5 The five year housing targets in the Berkshire Structure Plan are:

- 3,900 dwellings 2001-2006
- 2,590 dwellings 2006-2011
- 2,590 dwellings 2011-2016

Core Output Indicator

H2 Housing Trajectory

H2(a) Net additional dwellings - in previous years

H2(b) Net additional dwellings - for the reporting year

H2(c) Net additional requirement - in future years

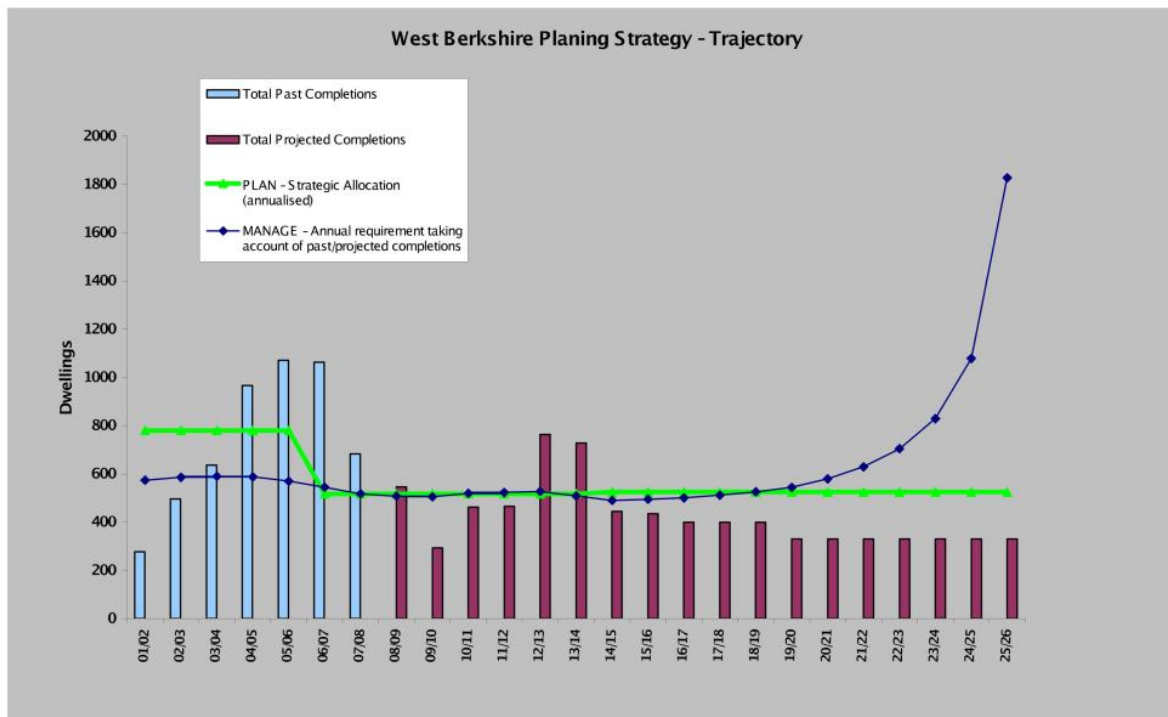
H2(d) Managed delivery target

Table 4.2 Housing Trajectory

		01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
								Rep	Cur	1	2	3	4	5										
H2a		278	496	637	967	1071	1064																	
H2b								683																
H2c	a) Net additions								547	293	463	465	763	729	445	435	400	400	400	330	330	330	330	330
	b) Hectares								16	9	9	14	24	21										
	c) Target	780	780	780	780	780	518	518	518	518	518	518	518	518	518	518	525	525	525	525	525	525	525	525
H2d								517	508	506	519	523	527	509	491	495	501	512	526	544	580	630	705	829

4.6 Source: JSPU Planning Commitments for Housing at March 2008 , West Berkshire Draft Strategic Housing Land Availability Assessment (SHLAA) Dec 2008

Figure 4.1 Housing Trajectory 2008



Commentary

4.7 Net completions show an increase in recent years from a low of 278 in 2001/02 to over a thousand units in 2005/06 and 2006/07. This increase was due both to the delivery of Local Plan Housing sites (see Local Plan Housing Sites Progress March 2008) and the emphasis on efficient use of land as required in Planning Policy Guidance 3 (PPG3) and in the replacement Planning Policy Statement 3 (PPS3). The net completions for the reporting year 2007/08 show a decline, as anticipated in the trajectory in the 2007 AMR. Completions were slightly below the 2007 projection, as progress on a number of sites was slower than anticipated. The downturn in the housing market is expected to result in lower completions for at least the next two years. Data for new housing permissions, starts, and numbers under construction can be found in Table C.9

4.8 Of the requirement for 9,080 dwellings in the plan period 2001 - 2016, 3,449 were completed in the first 5 year period to 2006, 451 short of the target, and 1,747 have been completed in the first two years of the second 5 year period. Delivery from 2001/02 to 2007/08 of 5,196 dwellings has met the cumulative Structure Plan requirement with a surplus of 260 units.

4.9 The site-based trajectory compares past performance on housing supply to future anticipated supply. Current commitments at March 2008 that have been assessed as deliverable or developable, allocated sites, identified large and medium developable sites which did not have planning permission at March 2008, together with an element of supply from broad locations or strategic sites to be identified in the Core Strategy, have all been phased over the current plan period. The resultant graph illustrates the anticipated level of housing completions. More detail is contained in Table C.11.

4.10 If progress continues as anticipated, current commitments and identified sites, will meet the requirement for the early part of the next Structure Plan period up to 2013/14. This is clearly shown in the trajectory graph which shows the monitor line: the number of dwellings above or below the cumulative allocation at any point in time. Further supply will come from windfall sites and sites to be allocated in the Site Allocations Development Plan Document.

4 Housing

Five Year Housing Land Supply

4.11 PPS3 includes the requirement to demonstrate a five year supply of specific deliverable sites. Deliverable sites are those which are:

- available - the site is available now;
- suitable - the site offers a suitable location for development now and would contribute to the creation of sustainable mixed communities;
- achievable - there is reasonable prospect that housing will be delivered on the site within five years.

4.12 The specific deliverable sites which make up the five year supply are shown in a separate document which accompanies the AMR. These sites make up the supply to 2013/14 shown in Table 4.2.

Policy Effectiveness:

Local Plan policies have been successful in delivering the Structure Plan housing requirement.

Actions Required:

The West Berkshire Planning Strategy and the Site Allocations DPD will need to make provision for additional allocations of housing land for delivery in the period post 2013.

Completion of a Strategic Housing Land Availability Assessment to provide robust evidence of sites which will be developable over the plan period.

Significant Sustainability Effects

The rate of housing completions has increased in recent years and the level of commitments is such that Structure Plan targets for West Berkshire should be met without additional greenfield allocations being required until the last 5 years of the Structure Plan Period period.

Housing Development on Previously Developed Land

LDF Objective: To foster efficient use of land, energy and natural resources, giving priority to the appropriate re-use of previously developed land.

WBDLP Objective: To locate housing having regard to the principles of sustainable development.

Berkshire Structure Plan Policies	WBDLP Policies
DP1: Spatial Strategy EN1: Landscape	OVS.1: The Overall Strategy ENV.18: Control of Development in the Countryside HSG.1: The Identification of Settlements for Planning Purposes

Core Output Indicator**H3 New and converted dwellings - on previously developed land****Target: National target of 60% of development on previously developed land by 2008**

Local Target: 65% of development on previously developed land over the period 2006 -2026 (subject to SE Plan) proposed in West Berkshire Planning Strategy Submission Version 2006.

Table 4.3 New and Converted Dwellings on Previously Developed Land

		2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
H3	gross	484	545	696	1027	1134	1158	807
	% on PDL	73	77	76	69	70	70	82

Source: JSPU Planning Commitments for Housing at March 2008

Commentary

4.13 The percentage of housing completions on previously developed land has been consistently above the Government's target of 60% by 2008. The percentage of completions on previously developed land in the period from 2004/05 to 2006/07 was lower than in the period 2001 - 2004, largely due to the number of completions on greenfield Local Plan housing sites. The figure for 2007/08 has increased as the number of completions on allocated greenfield sites has reduced (only 90 new build dwellings). The only notable non-allocated site to be completed on greenfield land was the development of 36 homes at Gainsborough Avenue, Kintbury. The core indicator relates to gross completions, that is the percentage of new build plus conversion and change of use gains as a percentage of gross completions. Over the seven year period 2001/02 to 2007/08, 72% of gross completions have been on previously developed land.

Local Output Indicator LH2 Percentage of Outstanding Commitments on Previously Developed Land**Table 4.4**

	Total Commitments	Commitments on PDL	% Commitments on PDL
Hard Commitments	2,358	1,804	76.5%
Soft Commitments	106	17	16.0%
Total	2,464	1,812	73.9%

Source: JSPU Planning Commitments for Housing at March 2008

Hard commitments are the number of dwellings on sites which have planning permission.

Soft commitments are the number of dwellings on sites either identified for housing in the Local Plan or on sites awaiting signing of legal agreements.

4 Housing

Commentary

The percentage of outstanding permissions on previously developed land is above the national target so high rates of development on previously developed land are anticipated in the next few years. The only major non-allocated greenfield site is that at Lakeside, Theale where 350 units were allowed at appeal.

Policy Effectiveness: Planning policies have been successful in meeting government targets for development on previously developed land.

Actions Required: Development Plan Documents to continue the emphasis on priority for development on previously developed land.
Completion of the Strategic Housing Land Availability Assessment to inform a previously developed land trajectory as required by PPS3.

Significant Sustainability Effects: The emphasis on re-use of previously developed land will reduce the pressure for development on greenfield sites and can assist the revitalisation of built-up areas. The potential change in character of existing settlements and increased pressure on infrastructure are potential negative effects to be taken into consideration.

Housing Development Within Settlement Boundaries

Local Output Indicator LH3 Percentage of completed residential development inside settlement boundaries

Berkshire Structure Plan Policies	WBDLP Policies
DP1: Spatial Strategy DP6: Land outside Settlements	HSG.1: The Identification of Settlements for Planning Purposes

Table 4.5 Percentage of Net Completions within Settlement Boundaries (excluding replacement dwellings)

	2004/05	2005/06	2006/07	2007/08
Net residential completions	967	1071	1064	687
Percentage within settlement boundaries	94.0%	94.5%	88.2%	88.8%

Commentary

4.14 Development Plan policies seek to protect the undeveloped character of the countryside and to limit new dwellings outside defined settlement boundaries. The main residential sites outside settlement boundaries with completions in 2007/08 were the Hermitage Green site at Hermitage, land adjacent to Brook House Farm in Burghfield, Orchard Garage, Chieveley and Harts Hill Farm at Thatcham. All were sites on previously developed land.

Policy Effectiveness: Limited residential development outside settlement boundaries indicates that policies are proving effective.

Actions Required: To continue to monitor location of developments.

Significant Sustainability Effects: Locating development within existing settlements provides better access to services, public transport and employment opportunities and protects the character of the countryside. There are, however, potential impacts on the character of settlements and on existing services.

Provision for Gypsies and Travellers

Berkshire Structure Plan Policies	West Berkshire District Local Plan
H8 : Gypsy Sites	HSG. 17 : Gypsy Transit Sites HSG.17A : Permanent Gypsy Site

Core Output Indicator

H4 Net additional pitches (Gypsy and Traveller)

Table 4.6 Net Additional Pitches for Gypsies and Travellers 2007/08

	Permanent	Transit	Total
H4	0	0	0

Commentary

4.15 Recent legislation and government guidance on Gypsies and Travellers has been extensive and the Council's Draft Corporate Gypsy & Traveller Policy approved in February 2007 sought to clarify these responsibilities and priorities for the Council. It also addresses the national issue of unauthorised encampments which are likely to remain an issue while there are insufficient spaces to accommodate Gypsies and Travellers on authorised sites.

4.16 West Berkshire currently has two authorised sites. Four Houses Corner at Burghfield, which is owned and managed by the Council, is a permanent Gypsy and Traveller site with 18 pitches. Paices Hill at Aldermaston, which is a privately-owned permanent site, has 15 pitches and includes transit site provision.

Policy Effectiveness: No indication that policies are not effective

Actions Required: Policy for Gypsy and Traveller pitches to be developed in LDF together with identification of sites

Significant Sustainability Effects: Provision required to meet needs of all in the community and reduce social exclusion.

Affordable Housing

Sustainable Community Strategy Priority Outcome: To increase the provision of affordable housing

LDF Objective: To secure the provision of affordable housing to meet local needs

4 Housing

WBDLP Objective: To secure the maximum level of affordable dwellings to meet the needs of the local population

Target: The Council's Housing Strategy 2005-2010 includes a target to facilitate the provision of 130 new affordable housing units each year from 2005/06 to 2009/10.

Berkshire Structure Plan Policies	WBDLP Policies
H5. Affordable Housing	HSG.9: Affordable Housing for Local Needs HSG.11: Rural Exceptions

Core Output Indicator

H5 Gross Affordable Housing Completions

Table 4.7 Gross Affordable Housing Completions

	Year	Social Rented Homes	Intermediate Homes	Affordable Homes Total
H5	2004/05	165	83	248
	2005/06	103	39	142
	2006/07	175	114	289
	2007/08	83	52	135

Commentary

4.17 Policy H.9 of the WBDLP seeks to ensure that a proportion of the housing allocation will be for affordable housing. The Council seeks to achieve affordable housing on sites of over 0.5 hectares or on schemes proposing 15 or more dwellings. In exceptional cases a financial contribution is acceptable in lieu of on site affordable housing.

4.18 Affordable housing is measured in gross terms i.e the number of dwellings completed, through new build, acquisitions and conversions. It does not take account of losses through sales of affordable housing and demolitions. Completions of affordable housing met the Housing Strategy targets in 2007/08. On the Local Plan allocated site at Hermitage 76 affordable units were completed. A further 29 affordable homes were completed on the allocated Local Plan site at Long Lane, Purley. There were no completions of Rural Exception Site housing in 2007/08.

4.19 Details of affordable housing completions are presented in Table C.13. Of the 135 gross completions 88 units, 65% of the total gross completions, were in the rural areas of the District. There were approximately 350 outstanding commitments for affordable housing at March 2008, including 18 units on rural exception sites.

Policy Effectiveness: Whilst existing policies and SPG have been effective in delivering affordable housing, a significant number of schemes fall below the threshold and therefore do not contribute to affordable housing under the current policy.

Actions Required: Ensure that the Core Strategy DPD continues to set a framework for the future provision of affordable and key worker housing, based upon the evidence provided by the Berkshire Housing Market Assessment and the Economic Viability Assessment.

Housing 4

Significant Sustainability Effects: Provision of affordable housing has gone some way towards meeting local housing needs, reducing social exclusion and creating mixed communities.

Housing Quality

Berkshire Structure Plan Policies	West Berkshire District Local Plan Policies
DP5: Quality of Urban and Suburban Areas	OVS.2: Core Policy SPD Quality Design

Core Output Indicator

H6: Housing Quality - Building for Life Assessments

4.20 The update on core output indicators published in July 2008⁽⁹⁾ includes a new indicator on housing quality. This measures the number and proportion of new build completions on housing sites reaching very good, good, average and poor ratings against the Building for Life criteria.

4.21 The Commission for Architecture and the Built Environment (CABE) Building for Life criteria is a government-endorsed assessment benchmark developed by CABE, and designed to ensure that it meets the criteria described for housing quality in PPS3. Each housing development is awarded a score out of 20, based on the proportions of questions that are answered positively.

4.22 The Council has published an SPD on Quality Design which aims to improve the design quality and sustainability of development schemes in West Berkshire and sets out a check list of design and sustainability matters which should be taken into account by developers in preparing their proposals. It is not possible, however, to report this year on the extent to which completed developments rate against the CABE Building for Life criteria.

Policy Effectiveness: Policies have undoubtedly had a positive impact on quality of new housing development but this is difficult to measure.

Actions Required: Introduction of Building for Life Assessments.

Significant Sustainability Effects: High quality new housing developments can enhance the character of existing residential areas.

5 Accessibility and Infrastructure

Accessibility

Context

5.1 The trunk road network in West Berkshire comprises the M4 motorway and the A34. Other key routes in the district's highway network are the A4 and A339. Public transport provision is reasonable in the Newbury, Thatcham and Reading corridor, with regular buses and train services. Bus services are provided in the majority of towns and larger villages in West Berkshire, and there are a number of community transport schemes.

5.2 The rural nature, dispersed population and affluence of West Berkshire mean that few bus services are financially viable. Car ownership levels are high with 86.7% of households having one or more cars ⁽¹⁰⁾. The Census showed only 8.7% of the employed population travelling to work by public transport, with a further 11.3 % walking or cycling, compared to 69.7% travelling to work by car.

Planning Objectives, Policies and Indicators

Sustainable Community Strategy Priority Outcomes: To increase the use of sustainable transport and to ensure that local services remain accessible to the population they serve

Local Transport Plan Objectives:

- to improve travel choice and encourage sustainable travel;
- to make the best use of West Berkshire's transport assets for all modes;
- to improve access to employment, education, health care, retail and leisure opportunities;
- to improve and promote opportunities for healthy and safe travel;
- to minimise the impact of all forms of travel on the environment.

LDF Objective: To shape and safeguard patterns of development which both:

- secure good access to education, employment and services, and
- encourage walking, cycling and use of public transport whilst reducing the need to travel by car.

Local Output Indicator A1 : Accessibility of new residential development

Amount of new residential development within 30 minutes public transport time of: a GP, a hospital; a primary school; a secondary school; areas of employment; and a major retail centre

Berkshire Structure Plan Policies:	WBDLP Policies
DP1:Spatial Strategy	OVS.1:The Overall Strategy HSG.1: The Identification of Settlements for Planning Purposes
DP5:Quality of Urban and Suburban Areas	
H3:Location of Housing Development	

Accessibility and Infrastructure 5

Table 5.1 Accessibility of residential developments completed in 2007/08

Percentage and Number of Units Accessible within 30 minutes public transport time to the following destinations		
Destination	Number of Accessible Units on completed sites	Percentage of Net Units Accessible
Employment	621	86%
General Practitioners	710	98%
Hospital	110	15%
Major Centre	456	63%
Primary School	702	97%
Secondary School	472	65%

Completed sites exclude replacement dwellings.

Source: JSPU Planning commitments for Housing : Accession modelling

Commentary

5.3 Table 5.1 presents the results of an analysis of the accessibility of residential sites completed in 2007/08 using the Accession software package. A total of 723 units have been built on sites which were completed in 2007/08. These exclude replacement dwellings. Picture 5.1 shows the location of sites and illustrates the concentration of development in the existing main settlements.

5.4 The methodology for the Accession modelling is presented in Appendix D . The results show relatively high accessibility of new development to facilities, particularly to primary schools and GPs. Access to hospitals by public transport is low, with only 15% of net units on newly completed sites within 30 minutes travel time of a hospital. This is because there is only one hospital within West Berkshire and this is located between Newbury and Thatcham while several of the largest completed housing sites this year are located outside of Newbury and Thatcham. Although this is an important issue in West Berkshire, visits to hospitals, for most people, are not frequent occurrences like journeys to work, school or shops.

Policy Effectiveness: Policies have been largely effective in ensuring that the majority of residential developments are located in sustainable locations with access to public transport.

Actions Required: LDF policies should promote development in sustainable locations which are close to a range of services and facilities.

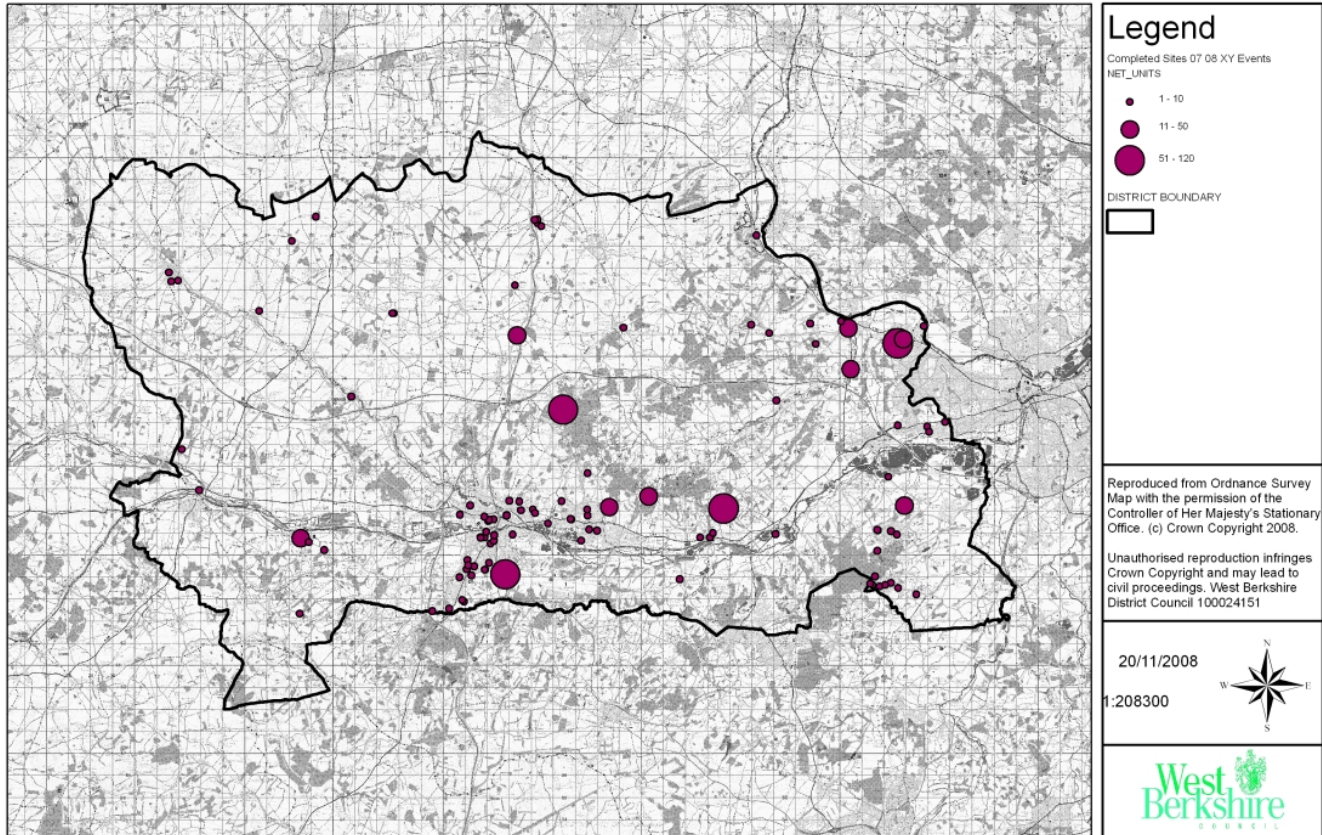
Significant Sustainability Effects: Good accessibility by public transport should encourage more sustainable patterns of travel, with less reliance on the private car, and more inclusive communities.

5 Accessibility and Infrastructure

Picture 5.1 Residential Sites Completed in 2007/08

West Berkshire Net Housing Completions

2007/08



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Accessibility and Infrastructure 5

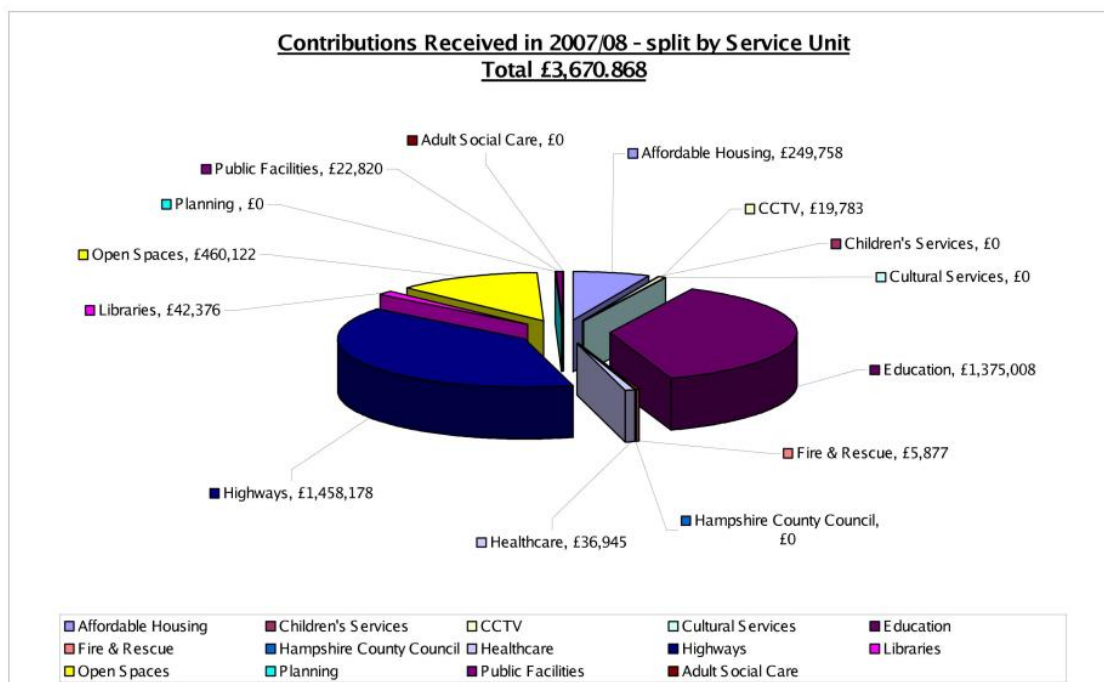
Infrastructure

Local Output Indicator IN1 Developer contributions through Section 106 legal agreements.

Berkshire Structure Plan Policies	WBDLP Policies
DP4: Provision of Infrastructure, Services and Amenities	OVS.3: Planning and community Benefits

5.5 Figure 5.1 shows the amount of contributions received from developers via legal agreements in 2007/08 by Council service units.

Figure 5.1 Total Developers' Contributions Received in 2007/08

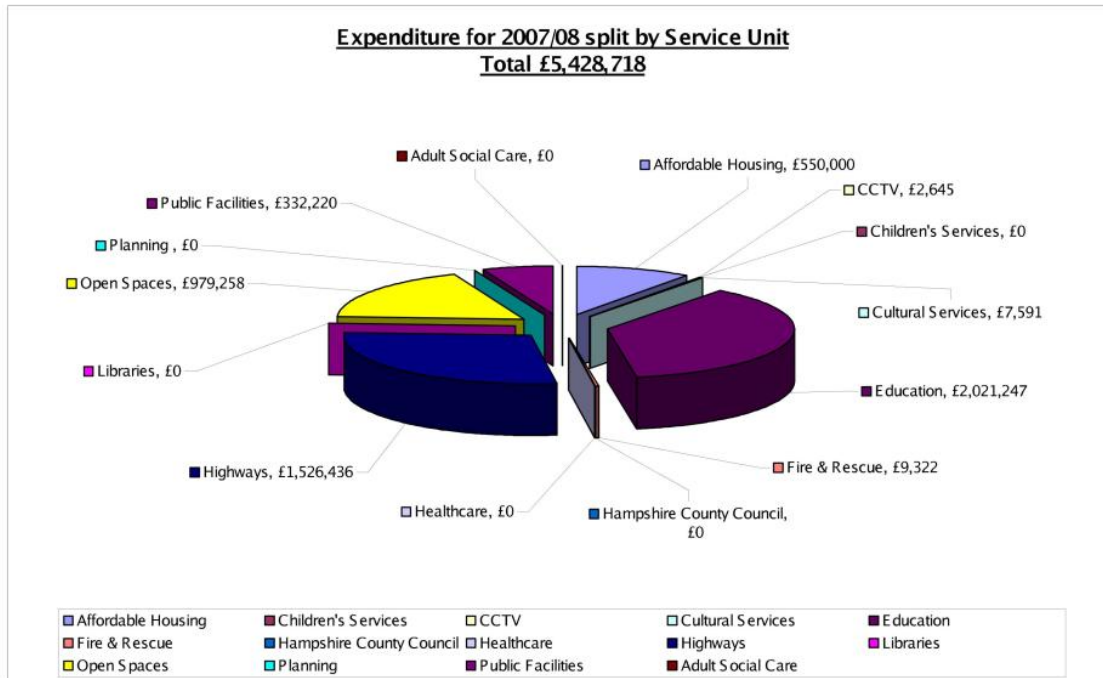


Commentary

5.6 Developer contributions, via Section 106 agreements, are sought to mitigate development impacts and to provide for additional facilities and the infrastructure demands that are generated as a result of new development. The SPG Delivering Investment from Sustainable Development was adopted in September 2004 and has resulted in significant increases in developer contributions. Over £3 million was received in 2007/08. This has been used to fund local road junction improvements, community facilities such as the Thatcham Nature Discovery Centre, Northcroft and Goldwell Parks, Northbrook Street enhancement schemes, improvements to local open space, provision of affordable housing and school improvements and expansions, including for Kennet, Hermitage, Mortimer St. Johns and Englefield Schools. Figure 5.2 shows the expenditure of developer contributions for the year by Council service units.

5 Accessibility and Infrastructure

Figure 5.2 Expenditure for 2007/08



Policy Effectiveness: Policy and supporting SPG have been very successful in delivering facilities and infrastructure to mitigate the impacts of new development.

Actions Required: Continued monitoring and update of SPG price indices.

FLOOD PROTECTION AND WATER QUALITY

SCS Priority Outcome : To alleviate some of the risks and impact of different scenarios relating to adverse weather conditions

LDF Objective: To deliver well designed, sustainable, energy efficient developments which contribute to an attractive, safe and convenient environment for all.

6.1 The provision of services, particularly water and sewage, can have significant implications for local environments. The WBDLP aims to maintain water quality, ensure that development is generally not located in areas liable to flooding, to conserve and enhance the environmental qualities of water courses and to promote the efficient use of water.

6.2 In West Berkshire the main areas within floodplains are in the valleys of the Kennet and Lambourn Rivers, including a substantial land area to the south of Reading. The extent of areas liable to flood can be seen on Environment Agency maps.⁽¹¹⁾ A Strategic Flood Risk Assessment for the District has been completed and will shortly be available on the Council's website.

Core Output Indicator

E1 Number of planning applications granted contrary to Environment Agency advice on flooding and water quality grounds.

Berkshire Structure Plan Policies	WBDLP Policies
EN6: Prevention of Flooding	ENV.10: River Flood Plain Areas ENV.11: Surface Water Run Off ENV.11A: Waste Water Management ENV.11B: Surface Water Disposal ENV.12: Ground Water and Surface Water Protection

Table 6.1 Planning Permissions granted contrary to Environment Agency Advice

	Flooding	Water Quality	Total
E2	1		1

6.3 One application was approved contrary to the advice of the Environment Agency - this application sought permission to build a raised timber decking area with balcony and two timber bin stores at a Grade II listed public house in the Market Place, Newbury. The Environment Agency objected to the application on the grounds of insufficient information being provided regarding the site as a whole in the context of the local surroundings and no technical information or flood risk assessment being provided.

Policy Effectiveness: No indication that policies are not proving effective.

Actions Required: None

11 Available online at www.environment-agency.gov.uk

6 The Environment

Significant Sustainability Effects: Protection and improvement of water quality and prevention of inappropriate development in floodplains are important principles of sustainable development.

BIODIVERSITY

SCS Priority Outcome: Increasing the diversity of local wildlife

LDF Objective: To conserve and enhance the distinctive character of the built and natural environment in West Berkshire's towns, villages and countryside.

Berkshire Structure Plan Policies	WBDLP Policies
EN3: Biodiversity	ENV .8: Active Nature Conservation Measures ENV .9: The Impact of Development Proposals on Nature Conservation Sites ENV.14: River Corridors and Nature Conservation

Context

6.4 West Berkshire contains extensive rural areas. The North Wessex Downs AONB covers 74% of the District's area and is of national landscape importance, designated to conserve the natural beauty of the area, including flora, fauna, geological and landscape features. The District also has several designated sites of international, national, regional and local conservation importance.

Core Output Indicator

E2 : Change in areas of biodiversity importance

Priority Habitats

6.5 The extent of BAP priority habitats in the West Berkshire District Council area is given in Table 6.2. The work on the production and verification of a digital habitat and land use map for Berkshire as a dynamic database is the source of this indicator information. Work has been undertaken since 2007 to increase the accuracy of this map through survey verification. The grasslands mapped as BAP habitat have all been verified through detailed assessment of the indicator species through the review of the Grassland Inventory and a sample of the ancient woodlands and trees inventory has been verified and includes the woodlands smaller than 2 ha that were not previously included in this inventory.

6.6 In addition three of the new UK priority habitats have been mapped and the new baseline information for ponds, all rivers and traditional orchards have been given. Changes to last years figures represent more detailed mapping and not an actual, on the ground change in the habitat extent.

6.7 Appendix E contains further detail on the information sources and quality of this information.

Table 6.2 Habitat Types in West Berkshire

UK BAP priority habitat type	Revised	2007 Baseline	Reason for Change	% of total land	UK context
Eutrophic standing waters	528.2 (Hectares)	529.2 (Hectares)	ESW <2ha reclassifies as ponds	0.75 area in We Berkshire	No data available

The Environment 6

UK BAP priority habitat type	Revised Baseline Area (Hectares)	2007 Baseline (Hectares)	Reason for Change	% of total land area in West Berkshire	UK context
Fens (over estimate due to lack of detail in survey data)	34.5	29.8	Further survey information	0.05	18,050
Lowland beech and yew woodland	228.8	228.8		0.32	
Lowland calcareous grassland	184.9	190.3	Grassland Inventory	0.27	40,600
Lowland dry acid grassland	7.4	2.0	Grassland Inventory	0.01	61,600
Lowland heathland	256.8	256.8		0.36	94,800
Lowland meadows	107.3	130.7	Grassland Inventory	0.15	10,500
Lowland mixed deciduous woodland	4277.0	4,257.9	Further survey information	6.09	1,058,721
Lowland wood pastures and parkland	387.3	384.1	Further survey information	0.55	10,000
Ponds (New)	2.2		New BAP Habitat	0.0	No data available
Rivers (New)	134.9	94.0	New definition (includes chalk rivers)	0.19	No data available
Reedbeds	36.0	36.0		0.05	9,360
Wet woodland	290.8	284.0	Further survey information	0.41	50,000-70,000
Total area of BAP priority habitat	6,476.0	6,424.4		9.22	No data avail.

NB. Figure for total land surface in West Berkshire taken as 70,220 hectares.

Source: Thames Valley Environmental Records Centre (TV ERC)

Table 6.3 Change in number of BAP Priority Species

Numbers of BAP Priority Species			
2004/05	2005/06	2006/07	2007/08
63	43	43	128

Source: TV ERC

6.8 The large increase in number of BAP priority species is attributed to the change in the list of UKBAP priority species from last year which includes hundreds more species.

Changes in areas designated for their intrinsic environmental value

Table 6.4 Areas Designated for Intrinsic Environmental Value

	No. of Sites	Area in hectares (2007)	Area in hectares (2008)	Details of change
Sites of Special Scientific Interest (SSSIs)	51	1,348.86	1,348.86	None - stable

6 The Environment

	No. of Sites	Area in hectares (2007)	Area in hectares (2008)	Details of change
Special Areas of Conservation (SACs)	3	154.04	154.04	None - stable
Special Protection Areas (SPAs)	0	NA	NA	None - stable
Wildlife Heritage Sites	466	6401.7	6382.4	Negative change. One site complex selected but 6 sites deselected and 2 joined to form one (net loss of 6 sites and 19.3 ha.)
Regionally Important Geological or Geomorphological Sites (RIGS)	3	0.04	21.7	Positive increase in area and number of sites

Source: Information on statutory sites from English Nature. WHS information from TV ERC

6.9 There are also three Local Nature Reserves in West Berkshire at Thatcham Reed Beds, Padworth Common and Hose Hill Lake, Burghfield, totalling 66.9 hectares.

Commentary

6.10 There has been no change in the area of statutory sites, i.e. SSSIs, SPAs and SACs since last year, but some significant changes in the extent and numbers of the non-statutory Wildlife Heritage Sites (WHS). The negative trend in change in area of WHS is mostly the result of the lack of appropriate management and garden encroachment at many sites so that they no longer meet the WHS criteria. The lack of management and/or inappropriate management of WHS and the increased pressure from development are the biggest threats to these areas.

Local Indicator EN1: Condition of SSSIs

Target: Natural England target of 95% in favourable or unfavourable recovering condition by 2010

6.11 Data on condition of SSSIs, derived from work by English Nature, now Natural England is presented in Table 6.5. The data has been collected over a period from 2000 – 2007. It does show that 86.7% of the area of SSSIs is considered to be in either a favourable or unfavourable recovering condition. Further information is contained in Appendix E .

Table 6.5 Condition of SSSIs

Condition	No. of units or part units	Hectares	% of total SSSI in District 2008	% of total SSSI in District 2007	% of total SSSI in District 2006	% of total SSSI in District 2005
Favourable	113	904.43	66.7	63	63	63
Unfavourable recovering	19	271.3	20.0	20	20	18

The Environment 6

Condition	No. of units or part units	Hectares	% of total SSSI in District 2008	% of total SSSI in District 2007	% of total SSSI in District 2006	% of total SSSI in District 2005
Unfavourable no change	12	158.4	11.7	16	16	16
Unfavourable declining	8	20.1	1.6	2	2	3
TOTAL	152	1,356.2	100	100	100	100

Source: TV ERC from Natural England

Local Indicator EN2: Distribution and status of selected species

6.12 The distribution and status of water voles and of farmland birds have been selected as local indicators because of the availability of good quality data which is regularly updated, their value as monitoring tools and relevance to local biodiversity and planning issues.

Table 6.6 Distribution and Status of Water Voles and Farmland Birds

Indicator	Data	Trends
Distribution and status of water voles	No update available for current monitoring year	Baseline is 42% of sites positive and 48% negative (based on small sample size over the period 1998-2004). Trend appears to be one of significant loss
Distribution and status of farmland birds	Population index 1.0 = 1995 figure 1.42 in 2004 1.32 in 2005 0.64 in 2006 0.78 in 2007	Downward trend detectable.

6.13 The water vole is Britain's fastest declining mammal. The Thames region is one of the country's strongholds for the animal and even here the decline has been dramatic. A national survey in 1996 - 1998 showed that there had been a 67.5% loss of occupied sites in the UK since the national 1989 - 1990 survey and a 32.6% overall loss in the Thames region. The decline was estimated to be 94% by 2001. 7.71% of the British water voles were calculated to be in the Thames region in 1996 -1998.

6.14 The 2005 survey data suggest that the water vole is no longer declining at such a rate in Berkshire and even that the decline has been halted to such an extent that the number of occupied sites is now steady. Many local conservation measures are being taken to contribute to the recovery of the water vole population including measures associated with development control and other local authority activity.

6 The Environment

6.15 Farmland still supports large numbers of birds, but great changes have occurred to the management of farmland over the past 30 years. Nineteen bird species have been identified as being particularly associated with farmland and are utilised at a national level to assess changes in farmland ecology. Appendix E contains further information on these indicators.

Policy Effectiveness: Not possible to assess impact of policies on BAP Habitat types as this is baseline information. Some losses of habitats have, however, been seen in recent decades. Recorded decrease in species due to review of information rather than evidence of any ecological factors or threats.

Actions Required: Continual update of sites of environmental value by TV ERC.

Monitoring the change in extent of BAP habitats will require up to date aerial photographic coverage of the County and a continued commitment by the Unitary Authorities in Berkshire is also required to survey and monitor Wildlife Heritage Sites. The AMR is required to report on changes on an annual basis, yet at the current rate of survey the full complement of WHS in the County are reviewed once every ten years.

Information on the reasons for change in BAP priority habitat area is also important. Mechanisms should be put in place both within the local authorities and at TV ERC to record the impact of development and other activities on WHS and BAP priority habitats.

Significant Sustainability Effects: Protection of our key environmental assets and conservation of the natural environment are critical to sustainability.

HISTORIC ENVIRONMENT

SCS Priority Outcome: To conserve and enhance the environmental and historic character of the area

LDF Objective: To conserve and enhance the distinctive character of the built and natural environment in West Berkshire's towns, villages and countryside.

Berkshire Structure Plan Policies	WBDLP Policies
EN4: Historic Environment	ENV.33 Development in an Historic Setting

Local Indicator EN3 Number of listed buildings at risk

6.16 The 2008 list of Grade I and II* buildings published by English Heritage included 6 buildings at risk in West Berkshire.

Local Indicator EN4 The total number of conservation areas, the percentage of these with an up-to-date character appraisal and the percentage with published management proposals.

6.17 There are 52 Conservation Areas in West Berkshire. None at present have an up-to-date published character appraisal or management proposals. A final draft of the Streatley CAA is due to go out to public consultation shortly. Appraisals are in preparation for Peasemore, Hungerford, Lambourn and Eastbury.

Policy Effectiveness: Conservation Area status has undoubtedly contributed to the conservation of the historic character of West Berkshire but is difficult to quantify.

The Environment 6

Actions Required: Production of Conservation Area Appraisals and management proposals.

Significant Sustainability Effects: The conservation of historic buildings and areas has helped to sustain the distinctive communities in the District. Conservation needs are not necessarily incompatible with building new housing for local needs if care is taken over design.

OPEN SPACE

Local Indicator EN5: Amount of eligible open spaces managed to Green Flag Award Standards

Berkshire Structure Plan Policies	WBDLP Policies
DP5: Quality of Urban and Suburban Areas	ENV.31: The Protection and Enhancement of Important Open Spaces within Settlements RL.1: Public Open Space Provision in Residential Development Schemes RL.3: The Selection of Public Open Space and Recreation Sites

6.19 The Green Flag Award is a national standard for parks and green spaces in England and Wales, and a way of recognising the best green spaces in the country. The first application was made for Northcroft and Goldwell Parks in Newbury, and in summer 2007, a Green Flag Award was accredited to the Council.

6.20 Commentary

6.21 In line with PPG17, which sets out the government's belief that open space standards are best set locally, the Council is undertaking an audit and assessment of open space within the District which includes an assessment of the quality of open space. Once completed the audit and assessment will help identify a quality standard for open space in the District. The quality standard to be adopted is expected to be benchmarked against nationally recognised standards such as the Green Flag Award scheme for parks and open spaces.

6.22 In 2005 the Council carried out an assessment of local needs for open spaces, sport and recreation facilities across the District. The research concentrated on quantitative demand for sports facilities and qualitative assessment of open spaces. The research found that the maintenance and management of open spaces is generally well regarded with 76% of respondents satisfied or very satisfied with the quality of open spaces.

6.23 The research also found that 60% of respondents considered there to be adequate provision of open space and that resources should be directed to improvements to the quality of existing open space rather than to the provision of new spaces or facilities.

6.24 The Council is committed to completing the audit of open space which will complement the assessment of local need and provide a framework from which to develop a comprehensive open space strategy which will include qualitative and quantitative open space standards.

Policy Effectiveness: No indication that policies are proving ineffective.

Actions Required: Completion of West Berkshire Open Space audit and assessment, in line with PPG17.

6 The Environment

Significant Sustainability Effects: Protection of existing open space and provision of new open space to meet development demands helps maintain and promote health, well being, social inclusion and community cohesion and supports other sustainability objectives such as creating attractive urban environments and fostering nature conservation and biodiversity.

RENEWABLE ENERGY

SCS Priority Outcome: To increase the use of renewable energy

LDF Objective: To deliver well designed, sustainable, energy efficient developments which contribute to an attractive, safe and convenient environment for all.

Local Plan Objective: To conserve resources and minimise the impacts of development.

Berkshire Structure Plan Policies	WBDLP Policies
EN8: Renewable Energy and Energy Conservation	OVS.9: Renewable Energy OVS.10: Energy Efficiency

Core Output Indicator

E3: Renewable energy generation

6.25 Limited data is available for installation of renewable energy capacity. SEE-Stats data ⁽¹²⁾ is designed as the most comprehensive project source available but there may be a number of undetected installations, particularly small and /or domestic projects. Data extracted from this source is presented in .

6.26 The revised core output indicator includes installed capacity for renewable energy developments/installations granted planning permission. This information has been extracted from application information where possible, but monitoring systems will need to be improved to capture this data more accurately. The core output indicator measures electricity generation, but available information does not always differentiate between solar hot water, which does not produce electricity and solar P.V. which does.

6.27 Whilst solar hot water panels and biomass boilers, creating thermal heat, do not generate electricity, they do reduce the overall energy consumption.

Table 6.7 Renewable Energy Generation

E3	Wind onshore	Solar photovoltaics	Hydro	Biomass						Total
				Landfill gas	Sewage sludge digestion	Municipal (and industrial solid waste combustion	Co-firing of biomass with fossil fuels	Animal biomass	Plant biomass	

12 **SEE -Stats - South East Renewable Energy Statistics** is an initiative undertaken by TV Energy and sub-regional data partners on behalf of the South East of England Sustainable Energy Partnership, led by the Government Office for the South East (GOSE). Data can be viewed online at <http://www.see-stats.org/index.htm>

The Environment 6

E3	Wind onshore	Solar photovoltaics	Hydro	Biomass						Total
Permitted installed capacity in MW	0	0.00025	0	0	0	0	0	0	0	0.00025
Completed installed capacity in MW	0.008	0.006	0	0	0	0	0	0	0	0.014

6.28 Installations generating electricity include solar PV panels at Newbury Town Hall with a capacity of 5.5 kWp.

6.29 Heat generating installations include a combustion boiler with an installed capacity of 50kWth from plant biomass at Curridge School and a wood fired boiler and solar thermal collectors at Hill Fields Farm, Lower Basildon, with a total installed capacity of 248 kWth. Whilst solar hot water panels and biomass boilers, creating thermal heat, do not generate electricity, they do reduce the use of fossil fuel alternatives.

Commentary:

6.30 The Council is committed to encouraging the incorporation of high standards of energy efficiency in all development. The SPD series 'Quality Design – West Berkshire' was adopted in June 2006. Part 4 'Sustainable Design Techniques' expects specified developments to achieve the EcoHomes / BREEAM (Building Research Establishment Environmental Assessment Method) 'excellent' rating and this requirement came into effect on applications received from 2nd January 2007. The Submission Version of the West Berkshire Planning Strategy proposed targets for the proportion of total predicted energy requirements from locally generated renewable sources.

6.31 The Code for Sustainable Homes was introduced by the Government in April 2007 and replaces BREEAM's (Building Research Establishment Environmental Assessment Method) Ecohomes as the new environmental assessment method for homes in England.

6.32 To reflect the Government's adoption of a new assessment method and to ensure the aims of the SPD continue to be met, all new homes in the district are now required be built to a minimum level 3* (three stars) of the Code for Sustainable Homes. Non-residential buildings should continue to be built to BREEAM 'Excellent' standard.

Policy Effectiveness: Difficult to ascertain at this stage whether policies are proving effective in encouraging energy efficient technology

Actions Required: Improved monitoring through planning applications and building control data. Policies relating to renewable energy technology to be incorporated in LDF.

Significant Sustainability Effects: Increased energy efficiency and installation of renewable energy capacity will reduce emissions contributing to climate change.

7 Minerals and Waste

MINERALS AND WASTE

7.1 Minerals and Waste issues are covered in the Joint Minerals and Waste Annual Monitoring Report prepared by the Berkshire Joint Strategic Planning Unit ⁽¹³⁾ for the six Berkshire unitary authorities.

7.2 A significant issue facing the authority is the anticipated level of future waste arisings. The six Berkshire Unitary Authorities are working together to tackle this issue and are producing a Joint Minerals and Waste Development Framework to replace the existing Minerals and Waste Local Plans for Berkshire. Details of how this work is progressing and an assessment of how effective Mineral and Waste policies have been in the area are contained within the Joint Minerals and Waste AMR.

7.3 The core output indicators dealt with by this joint AMR are :

- M1: Production of primary land won aggregates
- M2: Production of secondary and recycled aggregates
- W1: Capacity of new waste management facilities
- W2: Amount of municipal waste arising and managed by management type.

Monitoring Framework 8

- 8.1** West Berkshire Council recognises the importance of monitoring to spatial planning. Monitoring enables the examination of trends and comparison against existing targets and policies, indicating where a review of these policies may be needed.
- 8.2** Current arrangements for monitoring include the annual monitoring of housing and employment commitments carried out by the Berkshire Joint Strategic Planning Unit (JSPU) and the Council. Surveys are updated each year by the JSPU using the computerised 'Planning Applications and Commitments System' (PACS).
- 8.3** More detailed monitoring of housing completions, for example on house types and sizes, which was required until 2004/05 for the Housing Flows Reconciliation Return, is monitored by reference to application files. The planning application form now includes much of the additional data required for monitoring purposes.
- 8.4** Some indicators rely on surveys and, where practicable, these will be carried out on an annual basis. For some, notably the biodiversity indicators, updating the baseline data will be less frequent and may take place on a rolling programme.
- 8.5** Current monitoring procedures have enabled data to be presented for almost all the revised core output indicators. Some additional monitoring procedures need to be introduced to fully report on these indicators.
- 8.6** Policy drafting of documents in the LDF will include consideration of monitoring requirements. Some policy areas do not lend themselves to effective monitoring in quantitative terms but, where appropriate, policies will set measurable targets.
- 8.7** This fourth AMR has concentrated particularly on providing data on the core output indicators specified in the DCLG Guidance. It is intended that the number and scope of local output indicators is increased in future AMRs to reflect the policies in the local development documents, being prepared as part of the LDF, and provide a more detailed picture of issues which are of particular importance to West Berkshire. It may be appropriate to present more indicators for different areas of the district, to reflect the diverse character of West Berkshire and to enable monitoring for specific areas in line with area action plans. Future AMRs will also develop significant effects indicators linked to the sustainability appraisal objectives and indicators.

A Business Development

Table A.1 Employment Structure – Employee Jobs

	West Berkshire percentage (%)	South East percentage (%)	GB percentage (%)
Manufacturing	11.6	8.8	10.9
Construction	4.6	4.5	4.8
Services	82.4	85.2	82.9
• Distribution, hotels and restaurants	25.3	24.6	23.5
• Transport and Communications	9.3	6.0	5.9
• Finance, IT, other business	25.4	24.1	21.2
• Public admin, education and health	17	25.4	26.9
• Other services	6.7	5.2	5.2
Tourism-related	7.9	7.9	8.3
Total employee jobs	80,200	-	-

Source: Nomis Official Labour Market Statistics: annual business inquiry employee analysis (2006)

Business Development A

Table A.2 Employment Completions 2007/08

Gross floorspace (sq.m. external) - Completed	B1	B1-B8 Mix	B1a	B1b	B1c	B2	B8
Newbury Town Centre	0	0	0	0	0	0	0
Turnpike & Castle Estates	0	0	0	0	0	0	0
Bone Lane Ind Area	0	0	0	0	0	0	0
Hambridge Rd/Hambridge La	0	0	0	0	0	0	0
London Rd Industrial Estate	0	0	0	0	0	0	0
Newbury BusinessPark	0	0	0	0	0	0	0
New GreenhamPark	0	0	0	0	0	0	0
Colthrop / Pipers Industrial Estate	0	13,858	0	0	0	31	650
Berkshire Centre	0	0	0	0	0	0	0
Employment Sites in Newbury/Thatcham Area	0	13,858	0	0	0	31	650
Aldermaston: Calleva Park & Paices Hill	0	16,845	10,702	0	0	0	0
Beenham Industrial Area	0	0	0	0	0	0	0
Green Park Burghfield	0	0	0	0	0	0	0
Red Shute Hill Hermitage	0	0	0	0	0	0	0
Hungerford: Charnham Pk/Station Rd/Smitham Bridge	0	0	0	0	0	0	0
Lambourn: Lowesdon Works/Membury Estate	0	0	0	0	289	314	5,273
Theale: Arlington Business Pk/Station Rd/Sheffield Bottom	0	0	11,906	0	0	0	0
Horseshoe Park Pangbourne	0	0	0	0	0	0	0
Employment Sites in Rest of West Berkshire	0	16,845	22,608	0	289	314	5,273
Total for all Employment Sites	0	30,703	22,608	0	289	345	5,923
Outside Employment Areas	535	0	788	0	2,140	111	4,159
West Berkshire Total	535	30,703	23,396	0	2,429	456	10,082

Source: JSPU Planning Commitments for Employment Use 2008

*Gross Internal figures can be derived by applying the formula: $a - ((a / 100) * b)$ (Core Output Indicators - Update 2/2008; CLG)

Where: a = gross external floorspace figure;

b = the percentage difference between gross external and gross internal floorspace (3.75%).

A Business Development

Table A.3 Planning Permissions (Hard Commitments) Outstanding - Net*

NET CHANGE IN FLOORSPACE (SQ.M.)	A1	A2	B1	B2	B8	OTHER
Newbury Town Centre	25,037	-60	-10,471	-166	-185	5,457
Newbury Excl Town Centre	1,912	110	-344	0	0	20,090
Bone Lane Ind Area	0	0	0	0	2,062	0
Hambridge Rd/Hambridge La	331	0	9,124	-1,943	1,612	0
London Rd Industrial Estate	0	0	3,190	-2,330	0	0
Newbury Business Park	0	0	14,614	0	0	784
Greenham/New Greenham Park	0	0	53,371	16,175	22,658	-2,875
Colthrop / Pipers Industrial Estate	0	0	31,858	26,755	-13,308	1,300
Berkshire Centre	0	0	0	0	0	0
Thatcham / Cold Ash	10,302	350	810	-1,525	0	7,333
Total for Newbury/Thatcham Area	37,582	400	102,152	36,966	12,839	32,089
Calleva Park Aldermaston	0	0	0	0	0	0
Valentine Wood Aldermaston	0	0	5,331	0	0	0
Green Park Burghfield	0	0	16,577	0	1,813	1,650
Red Shute Hill Hermitage	0	0	560	0	0	0
Charnham Park Hungerford	0	0	10,029	0	1,121	0
Lowesdon-Membury Ind Area	0	0	0	0	1,176	173
Arlington Business Park	0	0	19,509	0	-9,724	0
Remainder of West Berkshire	2,097	112	40,145	6,688	6,216	38,717
Total for Rest of West Berkshire	2,097	112	92,151	6,688	602	40,540
WEST BERKSHIRE TOTAL	39,679	512	194,303	43,654	13,441	72,629

*Includes developments not started & under construction.

Business Development A

Table A.4 New Floorspace Permitted During 2007 - 2008 - Gross

GROSS FLOORSPACE (SQ.M.)	A1	A2	B1	B2	B8	OTHER
Newbury Town Centre	659	608	0	0	0	984
Newbury Excl Town Centre	980	0	0	0	0	19,066
Bone Lane Ind Area	0	0	0	0	2,062	0
Hambridge Rd/Hambridge La	0	0	9,124	0	0	0
London Rd Industrial Estate	102	113	236	0	0	0
Newbury Business Park	0	0	18,015	0	0	0
Greenham/New Greenham Park	0	0	14,569	841	22,658	0
Colthrop / Pipers Industrial Estate	0	0	0	23,767	0	0
Berkshire Centre	0	0	0	0	0	0
Thatcham / Cold Ash	10,022	458	1,600	0	0	2,089
Total for Newbury/Thatcham Area	11,763	1,179	43,544	24,608	24,720	22,139
Calleva Park Aldermaston	0	0	0	0	0	0
Valentine Wood Aldermaston	0	0	0	0	0	0
Green Park Burghfield	0	0	11,138	0	0	1,650
Red Shute Hill Hermitage	0	0	0	0	0	0
Charnham Park Hungerford	0	0	0	0	0	0
Lowesdon-Membury Ind Area	0	0	0	0	1,769	0
Arlington Business Park	0	0	0	0	0	0
Remainder of West Berkshire	1,368	0	9,192	7,803	4,688	18,593
Total for Rest of West Berkshire	1,368	0	20,330	7,803	6,457	20,243
WEST BERKSHIRE	13,131	1,179	63,874	32,411	31,177	42,392

*Gross Internal figures can be derived by applying the formula: $a - ((a / 100) * b)$ (Core Output Indicators - Update 2/2008; CLG)

Where: a = gross external floorspace figure;

b = the percentage difference between gross external and gross internal floorspace (3.75%).

A Business Development

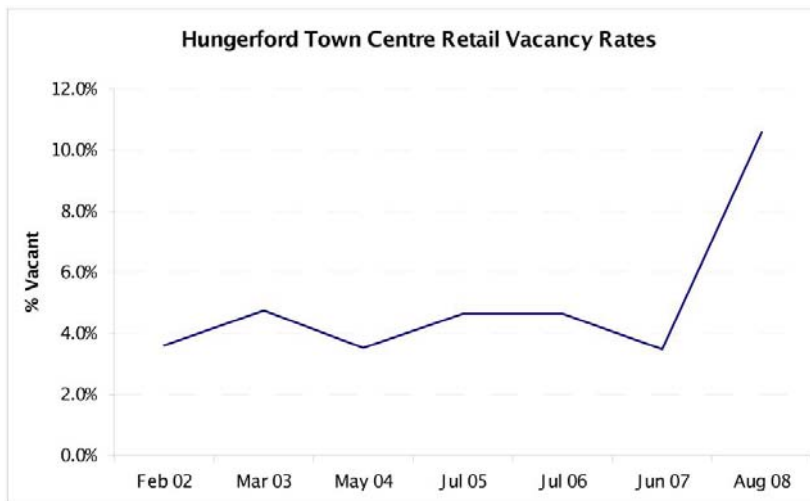
Table A.5 Protected Employment Areas (Areas where policy ECON.1 of West Berkshire District Local Plan applies)

	Area (hectares)		Area (hectares)
Newbury		Aldermaston	
Hambridge Road and Lane Newbury	64.6	CallevaPark Aldermaston	7.1
London Road Estate Newbury	13.4	Paices Hill Aldermaston	6.4
Newbury BusinessPark	10.9		
Turnpike Estate Newbury	4.6	Beenham Industrial Area	21.4
Castle Estate Newbury	1.8		
		Lambourn	
Thatcham		Membury	21.9
Green Lane Thatcham	0.7	Lowesdon Works	2.7
Colthrop Estate Thatcham	88.7		
		Theale	
Hungerford		Arlington / Station Road Theale	50.4
Smitham Bridge Road	1.3	Sheffield Bottom Theale	1.7
Charnham Park	9.8		
Station Road	5.3	Hermitage - Red Shute Hill	4.0
		Pangbourne - HorseshoePark	1.2

Business Development A

B Town Centre Vacancy Rates

Vacancy Rates in Town Centres



Town Centre Vacancy Rates B

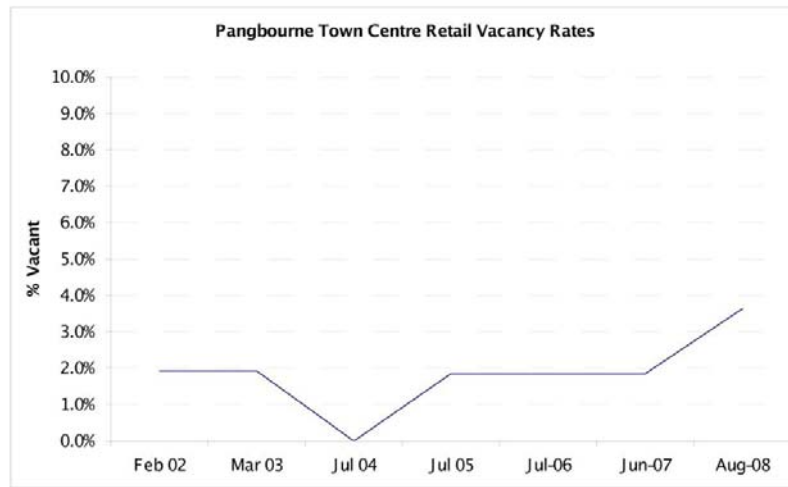


Table B.1
Percentage of vacant retail units in West Berkshire Town Centres
2002-2008

Year	Newbury	Hungerford	Thatcham	Pangbourne	Theale
2002	6.8	3.6		1.9	6.9
2003	7.5	4.8	7.6	1.9	6.9
2004	5.3	3.5	3.0	0	3.3
2005	8.6	4.7	6.9	1.9	3.3
2006	8.1	4.7	6.9	1.9	6.7
2007	3.8	3.5	9.1	1.9	3.3
2008	8.1	10.6	12.4	3.6	3.3

C Population and Housing

Contextual Indicators

Table C.1 Population Structure 2001 - Percentage

Age	West Berkshire	South East	England
0 -4	5.9	5.7	5.8
5-14	13.0	12.1	12.0
15-19	6.9	6.5	6.6
20-44	40.2	33.8	35.1
45-64	26.7	25.3	24.6
65+	14.1	16.6	16.0

Source 2001 Census

The latest population projections ⁽¹⁴⁾ show a population of 150,700 at 2008, projected to increase to 169,900 by 2026. These projections show the potential changing age structure of the population if current trends continue, with the percentage of people over 65 in West Berkshire increasing from 14.4% in 2008 to 20.0% by 2026.

The sub-national population projections are trend based projections that do not take into account future policy changes or local development policies. Projections for Berkshire carried out for the unitary authorities by the GLA (unpublished), taking account of anticipated housing growth over the period, project a population of 160,960 in West Berkshire in 2026.

Table C.2 Household Type 2001 – Percentage

Household Type	West Berkshire	South East	England & Wales
Pensioner living alone	11.6	14.4	14.4
One person non-pensioner	13.0	14.1	15.6
Other pensioner households	8.4	9.7	9.0
Couples with no children	22.2	19.3	17.7
Couple with dependent children	24.9	22.1	20.8
Couple with non-dependent children	7.1	6.1	6.3
Lone parent with dependent children	4.5	5.2	6.5
Lone parent with non-dependent children	2.5	2.7	3.1
Other with dependent children	1.9	1.9	2.2

Source 2001 Census

The Census data shows a lower percentage of people living alone and of pensioner households than for the South East or England and Wales and a higher percentage of couples and families with children.

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Table C.3 Dwelling types – Percentage of Households 2001

	West Berkshire	South East	England & Wales
Detached	35.2	29.3	22.8
Semi-detached	33.7	28.5	31.6
Terraced	17.8	23.1	26.0
Flat	11.9	18.1	19.2

Source: 2001 Census

2001 data on types of accommodation shows that West Berkshire has a significantly higher percentage of detached and semi-detached dwellings than the South East region and than England and Wales overall, and a lower percentage of households living in flats or maisonettes.

Table C.4 Household Tenure 2001

	Percentage		
	West Berkshire	South East	England & Wales
Owner Occupied: owns outright	28.4	31.3	29.5
Owner Occupied with mortgage or loan	45.7	41.9	38.8
Rented from Council / Registered Social Landlord	13.8	14.0	19.2
Private Rented	7.1	8.8	8.7
Other rented	4.3	3.3	3.2

Source: 2001 Census

West Berkshire has high levels of home ownership. 74.1% of household were owner occupiers compared with 68.2 for England and Wales.

Table C.5 Housing Stock: Number of Rooms per Household Space – West Berkshire

No. of Rooms	No. of Household Spaces	Percentage
1 room	320	0.6
2 rooms	1,044	1.8
3 rooms	4,314	7.5
4 rooms	8,922	15.6
5 rooms	13,877	24.2
6 rooms	11,303	19.7
7 rooms	6,493	11.3
8 or more rooms	11,087	19.3
Total Occupied Household Spaces	57,360	

Source: 2001 Census

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Table C.6 Household Size – Percentage 2001

Household Size	West Berkshire	South East	England & Wales
1 person	24.5	28.5	30.0
2 person	36.1	35.5	34.2
3 person	16.9	15.2	15.5
4 person	15.4	13.9	13.4
5 person	5.4	5.1	4.9
6 person	1.3	1.3	1.4
7 person	0.3	0.3	0.3
8+ person	0.1	0.2	0.2

Source: 2001 Census

The breakdown of household spaces in West Berkshire by size (number of rooms) shows that the majority of household spaces (74.5%) have five or more rooms. Only a small proportion of dwellings have less than four rooms. The majority of households, however are small, 60% are one and two person households.

Table C.7 Land Registry Property Prices : March 2008

Property Type	England and Wales Average Price	South East Average Price	West Berkshire Average Price
Flat/Maisonette	£172,443	£141,001	£151,192
Terraced House	£144,562	£178,065	£182,597
Semi-detached House	£172,756	£225,825	£220,661
Detached House	£277,807	£397,193	£385,413
All	£184,005	£227,995	£239,172

Source: Land Registry

House prices in West Berkshire have risen by nearly 90% between 1998 and 2004 and are now amongst the highest in the UK. This has led to a shortage of affordable homes for local people and key workers.

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Output Indicators

Table C.8 Local Plan Housing Sites Progress March 2008

Site	Parish/ Town	Total Units	Units Compl 2007/08	Total Units Compl	Status at March 2007
Fisherman's Lane, Aldermaston	Aldermaston	29	0	0	Hard Commitment
South Aldermaston	Aldermaston	48	0	48	Complete
Upper Bucklebury	Bucklebury	40	3	40	Complete
Chieveley (two sites)	Chieveley	50	0	50	Both Sites Complete
Newbury Racecourse, Greenham	Greenham	180	0	180	Complete
Pinchington Lane, Deadman's Lane, Newbury	Greenham	157	15	157	Complete
Cementation Site, Hermitage	Hermitage	209	146	204	Under Construction
Bath Road, Eddington	Hungerford	34	0	34	Complete
Salisbury Road	Hungerford	50	0	50	Complete
Mortimer Hill, Mortimer	Mortimer	120	0	120	Complete
Enborne Road, Newbury	Newbury	58	0	58	Complete
Manor Park, Newbury	Newbury	80	0	80	Complete
Park House School, Newbury	Newbury	70	0	0	Outstanding
Basingstoke Road / Mill Lane, Aldermaston Wharf	Padworth	99	34	44	Under Construction
Long Lane, Purley	Purley on Thames	96	38	96	Complete
Stockcross	Stockcross	9	0	0	Outstanding
Land adjacent to Benham's Farm, Burghfield Common	Sulhampstead	80	0	80	Complete
North West Thatcham	Thatcham	55	0	55	Complete
TOTAL		1463	236	1296	

Source: JSPU Planning Commitments for Housing 2008

Hard Commitments - the number of dwellings on sites that have planning permission

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Table C.9 Housing Permissions, Starts and Completions 1999/00 – 2007/08

Year	Net New Permissions	Starts	Under Construction at Year End	Berkshire Structure Plan Target –Annual Average	Completions
1999/00	362	439	279	650	390
2000/01	398	519	370	650	421
2001/02	924	234	326	780	278
2002/03	692	745	573	780	496
2003/04	1269	753	675	780	637
2004/05	966	1323	1025	780	967
2005/06	517	986	932	780	1071
2006/07	684	801	727	518	1064
2007/08	876	670	608	518	683

Source: JSPU Planning Commitments for Housing 2008

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Table C.10 Housing Completions and Commitments by Parish 2001/02 to 2007/08

Parish/Ward	Net Completions: (New Build Completions & Demolitions/Conversions/Changes of Use)							Total hard & soft commitments outstanding
	01/02	02/03	03/04	04/05	05/06	06/07	07/08	
Aldermaston	1	-1	0	42	6	2	0	34
Aldworth	0	0	0	0	0	2	0	2
Ashampstead	0	0	0	0	0	0	0	0
Basildon	9	14	1	-6	17	22	3	19
Beech Hill	0	0	0	0	0	0	0	1
Beedon	0	0	9	0	0	3	0	3
Beenham	0	1	0	-2	2	1	1	8
Boxford	1	2	-2	5	1	0	-1	3
Bradfield	3	2	0	-1	8	-1	2	7
Brightwalton	0	0	0	0	0	2	0	10
Brimpton	0	0	2	1	4	2	4	2
Bucklebury	-1	2	1	1	6	38	0	5
Burghfield	2	35	4	0	1	6	1	32
Catmore	-	-	-	0	0	0	0	0
Chaddleworth	-1	1	0	0	0	0	0	2
Chieveley	3	4	25	32	9	12	-7	56
Cold Ash	2	2	30	46	58	36	3	24
Combe	0	0	0	0	0	0	0	0
Compton	0	0	1	2	10	0	5	67
East Garston	0	0	0	0	2	3	2	6
East Ilsley	2	2	1	0	0	3	6	8
Enborne	21	1	23	19	8	5	1	1
Englefield	0	0	0	4	0	-1	1	0
Farnborough	0	0	0	0	0	0	0	1
Fawley	0	0	1	0	2	2	2	0
Frilsham	0	2	0	0	0	1	0	1
Gt Shefford	4	3	4	4	0	3	0	4
Greenham	35	21	9	36	164	148	15	73
Hampstead Norreys	0	0	0	-2	2	1	0	15
Hampstead Marshall	0	0	0	0	1	0	0	1
Hermitage	-1	0	0	2	32	94	151	22
Holybrook	-	-	-	3	1	-1	4	6
Hungerford	8	51	48	17	37	11	2	14
Inkpen	3	1	-2	1	0	-1	0	8
Kintbury	0	1	4	2	2	4	42	83
Lambourn	36	5	12	15	7	35	8	41
Leckhampstead	0	0	0	0	0	-1	2	13
Midgham	0	0	1	0	0	0	2	8

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Parish/Ward	Net Completions: (New Build Completions & Demolitions/Conversions/Changes of Use)							Total hard & soft commitments outstanding
	01/02	02/03	03/04	04/05	05/06	06/07	07/08	
Newbury	-30	220	252	398	286	275	78	824
Padworth	0	0	-2	12	-1	12	37	115
Pangbourne	0	12	25	15	13	6	17	22
Peasemore	0	0	-1	3	-1	5	-1	4
Purley	16	-2	2	11	34	76	51	56
Shaw cum Donnington	5	3	2	0	14	3	-4	31
Speen	0	5	1	8	2	0	1	120
Stanford Dingley	0	-1	1	0	0	0	0	0
Stratfield Mortimer	-1	5	18	3	71	61	17	36
Streatley	0	6	0	0	4	2	2	3
Sulham	-	-	-	0	1	0	0	0
Sulhamstead	-1	0	-13	46	35	-2	11	4
Thatcham	141	56	178	219	147	135	200	295
Theale	22	27	0	3	1	-21	0	412
Tidmarsh	0	0	1	5	-2	0	15	5
Tilehurst	1	12	-2	20	70	16	0	43
Ufton Nervet	0	0	0	0	1	0	0	1
Wasing	0	0	0	0	0	0	0	-4
Welford	0	0	1	1	0	0	1	12
West Ilsley	-1	2	2	1	0	1	0	2
West Woodhay	0	0	0	0	2	0	2	0
Winterbourne	0	-2	0	0	1	0	-2	8
Wokefield	0	1	0	0	0	0	0	1
Woolhampton	-1	4	0	-1	13	64	9	1
Yattendon	0	0	0	2	0	0	0	1
West Berkshire Total	278	496	637	967	1071	1064	683	2464

Source: JSPU Planning Commitments for Housing 2007

Hard Commitments are the number of dwellings on sites that have planning permission

Soft Commitments are the number of dwellings on sites either identified for housing in the Local Plan or on sites awaiting signing of legal agreements

Table C.11 Monitoring site based annual estimates against the Structure Plan requirement.

	2001/ 2	2002/ 3	2003/ 4	2004/ 5	2005/ 6	2006/ 7	2007/ 8	2008/ 9	2009/ 10	2010/ 11	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24
Completions - Allocated Sites	82	91	112	262	311	390	236																
Completions- Unallocated Sites	196	405	525	705	760	674	447																
Projections- Allocated Sites								55	5	0	9	20	0	35	35								
Commitments - Sites >10 units								342	154	272	224	396	267	10									
commitments Sites < 10 units								150	150	150	100	100	0	0	0								
Developable Sites >10 units									-16	41	126	345	389	100	100	100	100	100	30	30	30	30	30
Unidentified small site allowance																							
Potential strategic sites- LDF Core Strategy														300	300	300	300	300	300	300	300	300	300
Past Completions	278	496	637	967	1071	1064	683																
Projected Completions								547	293	463	459	861	656	445	435	400	400	400	330	330	330	330	330
Cumulative Completions	278	774	1411	2378	3449	4513	5196	5743	6036	6499	6958	7819	8475	8920	9355	9755	10155	10555	10885	11215	11545	11875	12205
PLAN - Strategic Allocation (annualised)	780	780	780	780	780	518	518	518	518	518	518	518	518	518	518	525	525	525	525	525	525	525	525
MONITOR - No. dwellings above or below cumulative allocation	-502	-786	-929	-742	-451	95	260	289	64	9	-50	293	431	351	261	136	11	-114	-309	-504	-699	-894	-1089
MANAGE - Annual requirement taking account of past/projected completions	574	586	590	588	570	545	517	508	506	519	523	528	502	489	493	499	510	524	541	577	626	700	823

C Population and Housing

Table C.12 Large and Medium Housing Sites Completed in 2007/08

Parish/Ward	Address	GF/ PDL	Gross Units	Net Units	Net Density Units/ha
Bucklebury	Broad Lane, Upper Bucklebury	GF	41	40	12
Burghfield	Land adj Brook House Farm	PDL	14	14	30
Chieveley	Orchard Garage	PDL	15	15	25
Greenham	Abbots Grove	GF	130	129	32
Hermitage	Hermitage Green	PDL	70	70	23
Kintbury	Gainsborough Ave	GF	36	36	30
Newbury	4, St Johns Road	PDL	11	10	79
Pangbourne	Breedons Court	PDL	14	13	29
Purley	34, Long Lane	PDL	13	12	35
Purley	Long Lane	GF	98	96	34
Thatcham	Land at Harts Hill Farm	PDL	12	12	30
Tidmarsh	Tidmarsh Grange	PDL	16	14	30
Woolhampton	Former Douai Abbey School	PDL	73	73	

Source: JSPU Planning Commitments for Housing 2008: Planning Applications Data:

Table C.13 Affordable Housing Completions 2007/08

Address	Total Affordable	Completed 2007/08	Registered Social Landlord	No. Rented	No. Shared Ownership
Thatcham - Kennet Heath					
Pod D2		6	A2	3	3
Kintbury - Gainsborough Ave	12	12	Sovereign	7	5
Hermitage - Forest Edge	76	76	Home	41	35
Purley - Long Lane	29	29	Home	20	9
Through Planning Obligations		123		71	52
Newbury - Greenham House	9	9	Bromford	9	0
Newbury -Derby Road	1	1	Catalyst	1	0
Long Lane and Baracah	2	2	Golden Lane	2	0
Total Affordable Units		135		83	52

Source: JSPU Planning Commitments for Housing 2008: Planning Applications Data: Housing Service data

Methodology for Local Indicator A1.

Definitions

Amount of new residential development within 30 minutes public transport time of: a GP, a hospital; a primary school; a secondary school; areas of employment; and a major retail centre.

New residential development has been defined as the net additional dwellings on all housing sites (or phases of larger sites) completed in 2007/08. Replacement dwellings are excluded. This definition is not the same as net additional dwellings for the current year; the Berkshire authorities agreed that measurements of accessibility were more appropriately calculated on completion of the housing development.

Areas of employment are taken to be the protected employment areas in the West Berkshire District Local Plan, (with the exception of some of the smallest rural employment areas). Also included are the major town centres of Newbury and Reading and other major employment areas including Greenham Common, Vodafone at Newbury, AWE at Aldermaston and Burghfield, Green Park, other employment areas in Reading and Harwell.

The definition of a major retail centre was given in the Government guidance published in October 2005.⁽¹⁵⁾ It includes city, town or district centres (as defined in Annex A of PPS6) identified in the local development framework and on the adopted proposals map. Major retail centres should also include any out of centre or out of town regional and sub regional shopping centres. The WBDLP Proposals Map shows town centre commercial areas only. PPS6 defines district centres as “district centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.” Accordingly, in addition to the town centres of Newbury, Thatcham, Hungerford, Pangbourne and Theale in West Berkshire, major retail centres within and close to the district are taken to include Lambourn, Tadley, Reading West, Wantage, Didcot, Basingstoke, Oxford and Swindon.

Methodology

All calculations have been completed using the Accession software package. Calculations have been performed using unique site identifiers weighted according to the net number of units developed on that site. The calculations have been performed for the morning peak hour period on Thursdays as defined in the Technical Guidance on Accessibility Planning in Local Transport Plans document produced by the Department for Transport.

Destination	AM Peak Hour defined as
Primary School	08:00-09:00
Secondary School	08:00-09:00
General Practitioners Surgery	09:00-10:00
Hospital	09:00-10:00
Major Centre	09:00-10:00
Employment Area	09:00-10:00

Calculations look at each site individually and calculate the length of time that the journey to the fastest to reach destination would take. Calculations only allow for travel by public transport (registered bus services and rail) and walking. Walking time is calculated with an average walk speed of 4.8km/hour and a total maximum walking distance of 1200 meters. Public transport times are calculated using timetable and route information at October 2007 from the National Public Transport Data Repository.

Journeys that cannot be completed within the specified timescale are disregarded and the software package will return a finding of an inaccessible destination, for that origin site.

Threshold reports were then run for each destination type to establish the number of site locations able to access the specified destination type within 30 minutes. The number and percentage of new dwellings that were therefore accessible have been calculated.

E Biodiversity

Change in area of UK BAP Priority Habitat

Information Sources

TVERC UK BAP priority habitat mapping uses available field survey data and site field survey reports, complemented by digital aerial photography. The primary datasets used to generate the mapped material are:

- Wildlife Heritage Site project surveys in the 1990s and 2000s, with the highest quality material generated in the last five years;
- Natural England SSSI notification surveys undertaken mainly in the 1980s, but complemented by site habitat condition monitoring visits data from the last five years, provided through the Natural England web site;
- BBONT habitat surveys undertaken in Berkshire in the mid-1980s;
- BBOWT habitat mapping of BBOWT Reserves 2003-present;
- habitat surveys (such as chalk grassland and calcareous fen) undertaken by NCC/English Nature in the mid-1990s, summarised in report format;
- NCC grassland and woodland inventory site survey sheets from the 1980s and updated in 2007 – 2008
- Consultancy survey reports and associated species and habitat data.

The quality of the mapping is variable as it is dependent on the quality of the source survey material – older survey data, or decisions made purely on aerial photographic interpretation - introduce less certainty in the determination of the habitat. Mapping was undertaken primarily at a 1:250 scale.

Whilst a full habitat map has been created for Berkshire there are still large areas where the information comes primarily from aerial photographic interpretation. TV ERC are working with the various species atlas groups who will survey every tetrad of Berkshire over the coming years to and have agreed to ground truth the map as they do so.

Having established the baseline, information which identifies the changes in area of these habitats over time is fundamental to this indicator. Similarly, information on the reasons for change is essential to help inform the AMR process. A monitoring methodology and mechanisms for recording change at Local Authority level, including the impact of development, are both required to assist this process.

Change in number of UK BAP Priority Species

The list of BAP priority species in the County is derived from the national revised list of priority species (UK BAP website). The list for each UA contains the species most likely to still be extant in the area.

The main source of these data has been the TVERC Recorder database with a threshold date of 1990, i.e. any records before this date were investigated and in most cases discounted. All species on the list were also cross referenced with the national database of the National Biodiversity Network (NBN) and recent local publications and atlases, e.g. the Berkshire Flora. A list of publications and sources of information are provided below:

- Recorder 6 database for Berkshire held by Thames Valley Environmental Records Centre
- NBN (National Biodiversity Network) - data sources listed and mapped on NBN Gateway
- Crawley, M.J. (2005) The Flora of Berkshire. Brambleby Books
- Harvey, M (1998) A review of BAP invertebrates in Berkshire. BBOWT report
- www.ukbap.org.uk/NewPriorityList.aspx National list of UK BAP priority species

It should be recognised that the list of BAP priority species in the County is as much a reflection of the presence and/or the absence of species as the amount of effort applied by Recorders in surveying and observation. Lack of records for a species therefore does not always reflect an absence of that species in the County. The quality of information provided this year has improved with the continued review of the distribution of these species.

TVERC actively supports recording and recording groups in the County and is building good overview of the distribution of species and indeed the information on these species in the County. Recording depends on the commitment and dedication of local naturalists and most of the records held by TVERC come from this route. Gaps in the provision of information on these species can be identified and TVERC can assist recorders in targeting survey and field effort. This is an ongoing process and is essential for the future monitoring of this indicator.

Change in area of sites designated for their intrinsic environmental value – SSSIs, SACs, SPAs and Wildlife Heritage Sites (WHS).

Information sources

TVERC are committed to survey approximately 10% of the total Berkshire sites each year. The information on change reported relates to the findings from the surveys in the previous year (in this case 2007), and this is due to the timing of the Selection Panel meetings. Figures for changes in the area are derived from analysis of digitised site boundaries.

Sites of Special Scientific Interest Data on SSSIs are derived from the digitised site boundaries layers obtained from Natural England

Special Areas of Conservation Data on SACs are derived from the digitised site boundaries layers obtained from Natural England

Regionally Important Geological and Geomorphological Sites Data on RIGs are derived from the digitised site boundaries layers and documentation compile for the Berkshire RIGs group.

Quality of the information

Designated sites tend to be well monitored and accurately mapped. The continued review of WHS in Berkshire by TVERC through field survey and boundary review has enabled an ongoing improvement in quality of this dataset. Through further funding by TVERC the Berkshire RIGS group has been able to increase their survey effort to identify and put forward further geological and geomorphological sites.

There is an ongoing requirement for up to date SSSI, SPA, cSAC and WHS data in the County. The continued support of the Unitary Authorities and Natural England to TVERC is essential for this indicator to be applied to the AMR process in the future.

Condition of Sites of Special Scientific Interest

SSSIs are compartmentalised into habitat units and the condition of each unit is monitored regularly (every 3-6 years). Natural England are working with land owners to bring SSSI land into sympathetic management and some SSSIs in the County are managed by BBOWT or by Local Authorities themselves. The major threat to SSSI condition is likely to be land management that is not sympathetic to biodiversity. Development on or adjacent to SSSIs could have an adverse effect.

These data are derived from Natural England's (NE) Site Condition Assessment process undertaken locally by NE Conservation Officers in the County. The number of surveys carried out in a year varies considerably so up to 2007 there has not been a complete re-assessment of condition of SSSIs in Berkshire and therefore trends in this indicator are not comparable except to the regional and national data.

Distribution and Status of Water Voles

Information Sources

Information for this indicator is entirely from systematic survey work carried out by trained volunteer surveyors and co-ordinated by the Buckinghamshire, Berkshire and Oxfordshire Wildlife Trust (BBOWT) as part of a wider water vole project. The local Wildlife Trust (BBOWT) has only recently recruited a new water vole project officer and, consequently, water vole survey data have not been gathered for a full reporting year. This means that the information repeats that provided by TVERC last year. It is envisaged that new data (and so an update on the AMR figures) will be forthcoming in 2009.

E Biodiversity

The survey methodology records presence or absence of water vole within a 500m stretch of water course and not population size. It is possible that distribution may remain stable but population sizes decrease to near extinction levels without the data (and consequently the AMR indicator) showing the imminent demise of local populations.

The baseline against which change is measured has been taken from the records from 1998 to 2004; partly because this makes more sense, given the ecology and behaviour of the animal, and partly to create a more statistically significant sample size. The measurement of trend is not, therefore, from one year to the next, but from a wide, six year baseline to 2005. Once the new water vole officer has completed a full survey season we will be in a position to look at the current trend in population.

More detailed survey that makes estimates of population size would give a more accurate picture of the trends in status of water voles in the County. The resources to do this sort of work are not currently available.

Distribution and Status of Farmland Birds

This indicator uses an established list of 19 species, identifiable as farmland birds, compiled by RSPB see table 3a. Records associated with these species generated through British Trust for Ornithology breeding bird surveys in specific 1km x 1km squares are then used to determine a farmland bird index. TVERC has obtained these records and followed the RSPB methodology to plot the trend in changes in the index over time. This indicator remains an important one for assessing the general ecological health of the largely rural areas of the District.

Table E.1 Farmland Bird Species

Farmland Bird Species			
Kestrel	Yellow Wagtail	Reed Bunting	Jackdaw
Grey Partridge	Starling	Corn Bunting	Rook
Lapwing	Tree Sparrow	Stock Dove	Greenfinch
Turtle Dove	Linnet	Woodpigeon	Goldfinch
Skylark	Yellowhammer	Whitethroat	

There are a several limitations with this indicator. The methodology is based on surveying a number of 1 km grid squares chosen on a stratified random basis. The index is based on the total counts of each species in all the 1 km grid squares compared to a baseline figure. The baseline figure is the species count in the baseline year (1995/1996). The baseline figure is 1.0 and a figure above this indicates a positive change in the density of the population, whilst below 1.0 indicates a negative change.

The data have been collected by BTO surveyors who have been directed to specific areas within Berkshire to conduct breeding bird surveys of an established methodology. As RSPB have commented on a number of occasions, the reliability of the species records is dependent on the number of 1km squares which have been surveyed in a season. This varies from year to year – for instance, only 45 squares were visited in 2001, whilst the highest number visited is 129 (in 2006 & 2007). As a consequence, the reliability of the resulting farmland bird figures is open to question.

The quality of information associated with this indicator is dependent on as many field survey records as can be obtained. As records are obtained from BTO volunteer surveyors, BTOs ability to improve on county survey coverage will determine whether more records can be generated.

Glossary

Acronym	Term	Explanation
AONB	Area of Outstanding Natural Beauty	Area with statutory national landscape designation, the primary purpose of which is to conserve and enhance the natural beauty
AMR	Annual Monitoring Report	A report that presents an analysis of existing ('saved') policies and progress on the Local Development Scheme (see below)
BAP	Biodiversity Action Plan	A strategy aimed at conserving and enhancing biological diversity
BSP	Berkshire Structure Plan	Provides a strategic framework for Local Plans and development control across the whole county.
CABE	Commission for Architecture and the Built Environment	The government's advisor on architecture, urban design and public space.
DCLG	Department for Communities and Local Government	The job of the Department for Communities and Local Government is to help create sustainable communities, working with other Government departments, local councils, businesses, the voluntary sector, and communities themselves.
DPD	Development Plan Documents	A statutory element of the Local Development Framework. DPDs are subject to independent examination and include the Core Strategy.
GOSE	Government Office South East	The Government Office for the South East represents central Government in the South East. GOSE works to influence contract and develop government programmes and initiatives at a regional and local level, by working in partnership with relevant organisations to meet local needs.
LDD	Local Development Documents	Local Development Documents comprise both Development Plan Documents and Supplementary Planning Documents. LDDs are likely to include core policies, area action plans, proposal maps, site specific policies..
LDF	Local Development Framework	A folder containing a number of documents including LDDs setting out a local authority's policies for meeting the economic, environmental and social aims of its area.
LDS	Local Development Scheme	A timetable and project plan for the production of all the LDDs relating to a LDF
	Natural England	Brings together English Nature, parts of the Countryside Agency and the Rural Development Service. Natural England is working to conserve, enhance and manage the natural environment. It is responsible for agreeing National and Local Nature Reserves, identifying SSSIs (below) and proposed special areas of conservation and advising the Government.
PDL	Previously Developed Land	Land that is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. PPS3 has a detailed definition
PPG	Planning Policy Guidance	Guidance issued by the DCLG (see above), setting out the Government's policy on planning issues.
PPS	Planning Policy Statements	New guidance issued by the DCLG (see above), setting out the Government's policy on planning issues. These will replace PPGs (see above)
RIGS	Regionally Important Geological & Geomorphological Site	A non-statutory regionally important geological or geomorphological site designated to protect important earth science and landscape features.

Glossary

Acronym	Term	Explanation
RPG	Regional Planning Guidance	Regional planning policy and advice issued for each region in England by the Secretary of State. As part of the reform process the existing RPG becomes the spatial strategy for the region until revised by a replacement Regional Spatial Strategy (RSS).
RSL	Registered Social Landlord	Social landlords registered with the Housing Corporation:- providers of low cost social housing for rent and shared ownership.
	Saved Policies/Saved Plans	Policies within development plans that are saved for a time period during replacement production of Local Development Documents
S106	Section 106 Agreement	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
SAC	Special Areas of Conservation	Designated to protect the habitats of threatened species of wildlife under EU Directive 92/43.
SCI	Statement of Community Involvement	Sets out the Council's policy by which the community will be engaged in the preparation and revision of LDDs and in the consideration of planning applications.
SCS	Sustainable Community Strategy	Sets out the long term vision for the local authority area.
SEERA	South East England Regional Assembly	A body composed of representatives from organisations within the South East. It is charged with the preparation of regional planning guidance, among other functions.
SEE Stats	South East Renewable Energy Statistics	Is an initiative undertaken by TV Energy and sub-regional data partners on behalf of the South East of England Sustainable Energy Partnership, led by GOSE (see above).
SPA	Special Protection Areas	Designated to protect rare and vulnerable birds under EC Directive 79/409.
SPD	Supplementary Planning Documents	A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.
SPG	Supplementary Planning Guidance	Supplementary Planning Guidance may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan
SSSI	Sites of Special Scientific Interest	Defined protected areas of nature conservation and scientific value identified by English Nature as being of national (and sometimes international) importance.
TV ERC	Thames Valley Environmental Records Centre	TV ERC is a 'not for profit' operation run by a partnership of organisations that collect information about the natural environment.
WBDLP	West Berkshire District Local Plan	Sets out the Council's policies and proposals for the development and use of land within the district. It includes detailed policies and specific proposals to guide planning decisions
WHS	Wildlife Heritage Sites	Designated sites of nature conservation value. These are non-statutory, and defined by the Berkshire Nature Conservation Forum.

Individual Executive Member Decision

Title of Report:	West Berkshire Standing Advisory Council on Religious Education – Groups A and B Representation.
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	19 December 2008
Forward Plan Ref:	ID1731

Purpose of Report: To recommend Mrs Pat Dixon as the Roman Catholic representative, Mr David McKay as the Buddhist representative, Rabbi Zvi Solomons as the Jewish representative and Mrs Carol Winfield as a Free Church representative on the West Berkshire Standing Advisory Council on Religious Education.

Recommended Action: To agree the appointment of Mrs Pat Dixon as the Roman Catholic representative, Mr David McKay as the Buddhist representative, Rabbi Zvi Solomons as the Jewish representative and Mrs Carol Winfield as a Free Church representative on the West Berkshire Standing Advisory Council on Religious Education.

Reason for decision to be taken: Resignation of the previous representatives in the case of the Roman Catholic and Jewish representation, and to fill long-standing vacancies in the case of the Buddhist and Free Church representation.

Key background documentation:

- Education Act 1996.

Portfolio Member Details	
Name & Telephone No.:	Councillor Barbara Alexander - Tel (01635) 201320
E-mail Address:	balexander@westberks.gov.uk
Contact Officer Details	
Name:	Margaret Blaine
Job Title:	Policy Officer
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Implications

Policy:	In accordance with Section 390 of the Education Act 1996 the SACRE requires representations from the Muslim and Church of England Communities
Financial:	None as a result of this report
Personnel:	None as a result of this report
Legal/Procurement:	None as a result of this report
Environmental:	None as a result of this report
Partnering:	None as a result of this report
Property:	None as a result of this report
Risk Management:	None as a result of this report
Community Safety:	None as a result of this report
Equalities:	The Roman Catholic, Jewish, Buddhist and Free Church communities would have representation on the SACRE

Consultation Responses

Members:

Leader of Council:	Councillor Graham Jones – no comment made
Overview & Scrutiny Commission Chairman:	Councillor Brian Bedwell – no comment to make
Policy Development Commission Chairman:	Councillor Irene Neill – no comment to make.
Ward Members:	None
Opposition Spokesperson:	Councillor Alan Macro – no comment made
Local Stakeholders:	Jo Fageant, Adviser, the Diocese of Oxford – supported both nominations of all nominations. The Diocese of Portsmouth – supported the nomination of Mrs Pat Dixon. National Association of SACREs – supported the nomination of Mr David McKay Board of Deputies of British Jews – supported the nomination of Rabbi Zvi Solomons
Officers Consulted:	Rita Vasa, School Improvement Partner – supported all nominations
Trade Union:	None

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 The Standing Advisory Council on Religious Education (SACRE) was established in accordance with Section 390 of the Education Act 1996 by West Berkshire District Council acting as the Local Education Authority.
- 1.2 The SACRE was established to set the RE Syllabus, advise the Local Authority on matters connected with religious worship, and advise on methods of teaching, the choice of materials used and the provision of training for teachers.

2. Nominations for membership of the West Berkshire SACRE

- 2.1 The Standing Advisory Council on Religious Education comprises four groups each with a single vote to use when voting is necessary.

The four groups are:

Group A: Representatives of Christian denominations other than the Church of England, and of other religions	Group B: Four Church of England representatives
Group C: One representative from each of the following teacher associations: NUT, NAS/UWT, ATL, PAT, NAHT and ASCL	Group D: Representatives of the local authority

- 2.2 The Local Authority is responsible for appointing members to each of these four committees. This is usually achieved by seeking nominations from each area.
- 2.3 Members have taken the opportunity to consider the rationale for minority faith group representation taking into account that:

“The 1996 Education Act says that group A should consist of ‘a group of persons to represent such Christian denominations and other religions and denominations of such religions as, in the opinion of the authority, will appropriately reflect the

principal religious traditions in the area'; ... and 'The number of representative members appointed ...to represent each denomination or religion required to be represented shall, as far as consistent with the efficient discharge of the group's functions, reflect broadly the proportionate strength of that denomination or religion in the area."

- 2.4 In Group A the SACRE has representatives from the Muslim and Sikh communities, and one representative from the Free Church communities but has vacancies in other religious groups.
- 2.5 In Group B the SACRE has two representatives nominated by the Church of England but currently has two vacancies.
- 2.6 In Group C the SACRE has representatives from the ATL, NAHT, NASUWT, and NUT Unions, but currently has no representation from PAT and ASCL.
- 2.6 In accordance with the SACRE constitution, the Portfolio Holder for Children and Young People is requested to accept Mrs Pat Dixon as the Roman Catholic representative, Mr David McKay as the Buddhist representative, Rabbi Zvi Solomons as the Jewish representative and Mrs Carol Winfield as a Free Church representative on the West Berkshire Standing Advisory Council on Religious Education.

Appendices

There are no Appendices to this report.

Individual Decision

Title of Report:	A4 Chapel Street/ Harts Hill Road Junction Improvements, Thatcham		
Report to be considered by:	The Executive Member for Transport, Highways and ICT – Councillor Emma Webster	on:	19 th December 2008
Forward Plan Ref:	ID1780		

Purpose of Report:

To review comments from a public consultation on the proposed improvements to A4 Chapel Street/ Harts Hill Road Junction, Thatcham.

Recommended Action:

That the Portfolio Holder for Transport, Highways and ICT approves the Introduction of the junction improvements scheme as detailed on drawing no 81202/20 in Appendix 1

Reason for decision to be taken:

To progress the scheme as detailed in the body of the report.

List of other options considered: Key background documentation:

N/A

- A4 Corridor Study Nov 2007.

Portfolio Member:	Councillor Emma Webster
Tel. No.:	(0118)9411676
E-mail Address:	ewebster@westberks.gov.uk

Contact Officer Details	
Name:	Jon Winstanley
Job Title:	Principal Engineer
Tel. No.:	01635 519087
E-mail Address:	jwinstanley@westberks.gov.uk

Supporting Information

1. Background

- 1.1 The A4 Chapel Street /Harts Hill Road improvements were originally identified in the A4 Corridor Study undertaken in 2006/07 as part of a comprehensive road safety and traffic management review of the A4 between Newbury and Theale.
- 1.2 The proposed scheme is detailed in appendix 1 and is aimed at reducing the number of traffic signals, improving road safety, improving control of the junction and traffic flow through this part of the network, improving facilities for cyclists and pedestrians, reducing street furniture clutter and generally enhancing the environment in the vicinity of the junction.
- 1.3 The improvements also offer the opportunity to widen the footway on the northern side of the junction thus moving the traffic lane away from the Old Bluecoats School which will significantly reduce the detrimental impact traffic is having on the Grade 1 listed building.
- 1.4 The proposed scheme has been extensively modelled to ensure the integrity of flow along the A4. Whilst some slight additional queues are observed on Harts Hill Rd, by linking the new signals to the Stoney Lane crossing the flow of traffic through this part of the network can be improved whilst delivering all the above benefits.
- 1.5 Another feature of the scheme involves reducing the number of traffic lanes on the A4 eastbound approach to the junction from 2 to 1 and widening footpaths and introducing on carriageway cycle lanes. This will move the vehicle running lanes away from properties on the A4 reducing the noise and vibration impact of the road.

2. Consultation

- 2.1 Consultation was undertaken during October 2008 and involved distribution of a consultation leaflet (see appendix 2) to properties in the vicinity of the junction. The leaflet offered details of the improvements and invited residents and stakeholders to attend an exhibition of the improvements which was held on 20th October 2008. The leaflet also directed residents to the Councils website where the proposed improvements could be viewed, and suggested alternative ways to gain access to the plans and give feedback.
- 2.2 A total of 52 residents/stakeholders attended the exhibition and in total 21 responses were received to the consultation. The comments are summarised in appendix 2 along with an officer's response.
- 2.3 Many of the respondents felt this scheme would have positive benefits to users of the junction, however some concerns were expressed particularly by the residents of Elms Avenue that the proposed scheme could make it more difficult turning from/to the A4. The concerns of the Elms Avenue residents are discussed below.
- 2.4 One of the main concerns expressed is about vehicle speed and associated noise and vibration through the junction this causes. As part of the scheme it is proposed to

resurface the A4 through the junction to The Moors. The opportunity will be taken to introduce a Thin Surfacing System which will provide a quieter surface and significantly reduce noise levels. Manhole covers through the junction will also be levelled to further reduce noise and vibration levels. In general the scheme will involve widening footways and introducing cycleways which will move the vehicle running lanes away from properties which will reduce the impact of the A4 on adjacent properties.

- 2.5 It is not considered that the scheme in itself will reduce vehicle speeds (nor will it cause an increase in speeds); however the concerns expressed by residents about speeding vehicles will be passed to the Police.
- 2.6 Concern has also been expressed by local residents who use the junction to turn round, particularly those residents that park on the north side of the road facing east and wish to travel westbound towards Newbury. This issue is discussed as part of the Officers response to comments in Appendix 2.

3. Elms Avenue Issues

- 3.1 A number of concerns have been expressed by residents of Elms Avenue. The main concern is the difficulty Elms Ave residents feel they will encounter in exiting/entering their road to/from the A4.
- 3.2 At present motorists turning right into Elms Avenue from the A4 use the opposing vehicle lane which is allocated to vehicles turning right into Harts Hill Rd. Although this is not an ideal situation as it brings both right turn manoeuvres into conflict, as there are relatively few right turners the conflicts are minimal.
- 3.3 The new layout will mean that there is no right turn lane from the A4 to Harts Hill and there will not be enough carriageway space to provide a separate right turn from the A4 to Elms Avenue. Residents turning right from the A4 into Elms Ave will have to sit in the eastbound traffic lane whilst they wait for a gap in the opposing traffic flow. The residents are concerned this will cause resentment from other road users having to wait for them to turn and will cause congestion on the A4.
- 3.4 It is considered that this will only be a potential problem in the peak time when traffic flows are highest, at other times sufficient gaps in the traffic will be available to allow Elms Avenue residents to turn with minimal delay. A traffic survey on Thursday 20/09/07 identified one vehicle making this manoeuvre in the pm peak (4pm to 6pm) and no vehicles in the am peak (8am to 10am). In total 14 vehicles made this manoeuvre in the 12 hour period surveyed (7am to 7pm).
- 3.5 Another concern from Elms Avenue residents is that the new layout will increase the difficulty in turning out of their road. At present the traffic signals to the west of the junction create gaps in the flow allowing residents to right turn onto the A4; removing the signals will reduce the number of gaps available to turn into. In addition residents are concerned that providing a pedestrian crossing point to the west of the new junction will considerably reduce the amount of carriageway space for them to turn into again making it more difficult to turn right out of Elms Avenue.

- 3.6 Taking on board these comments the pedestrian crossing element has been moved to the eastern arm of the junction to allow more room for Elms Ave residents to turn right prior to the stop line. It is also proposed that 'Keep Clear' markings be introduced on the eastbound approach to the new junction to create a gap for Elms Avenue motorists to turn right into. These amendments to the scheme are detailed on drawing no. 81202/20 in appendix 1.

4. Recommendations

- 4.1 The consultation exercise identified a number of operational issues that required further investigation and design, particularly in relation to the use of Elms Avenue. This has resulted in the pedestrian crossing being moved to the east arm of the junction from the west arm. Further alterations (Keep Clear) have also been added to improve right turn exit from Elms Avenue.
- 4.2 It has not been possible to accommodate the request of Elms Avenue residents for a dedicated right turn lane from the A4; as a result residents turning right from the A4 will block the eastbound flow of traffic on the A4. As detailed previously this is only considered to be a problem at peak hour and the recorded traffic flows state that this is only likely to happen once per day (in the peak hour).
- 4.3 In conclusion this scheme will have significant positive benefits for adjacent residents and in particular the Old Bluecoats School and road safety benefits for cyclists and pedestrians using the junction. It is therefore proposed the scheme detailed on drawing no 81202/20 be implemented.

Appendices

Appendix 1 – Proposed scheme drawing no. 81412/100/1

Appendix 2 – Consultation responses.

Appendix 3 – Existing Junction Layout

Implications

Policy:	<p>The proposals contained in the report help to achieve the following Council Plan Theme:</p> <p>CPT2 – A Cleaner and Greener West Berkshire – a better place to live.</p> <p>The proposals will also help achieve the following Council Plan outcomes:</p> <p>CPO1 – Better Roads and Transport CPO5 – Cleaner and Greener CPO8 – A healthier life</p>
Financial:	<p>This scheme is estimated at £107,000 and is identified with funding allocated in the Councils Five Capital Programme and Strategy.</p>

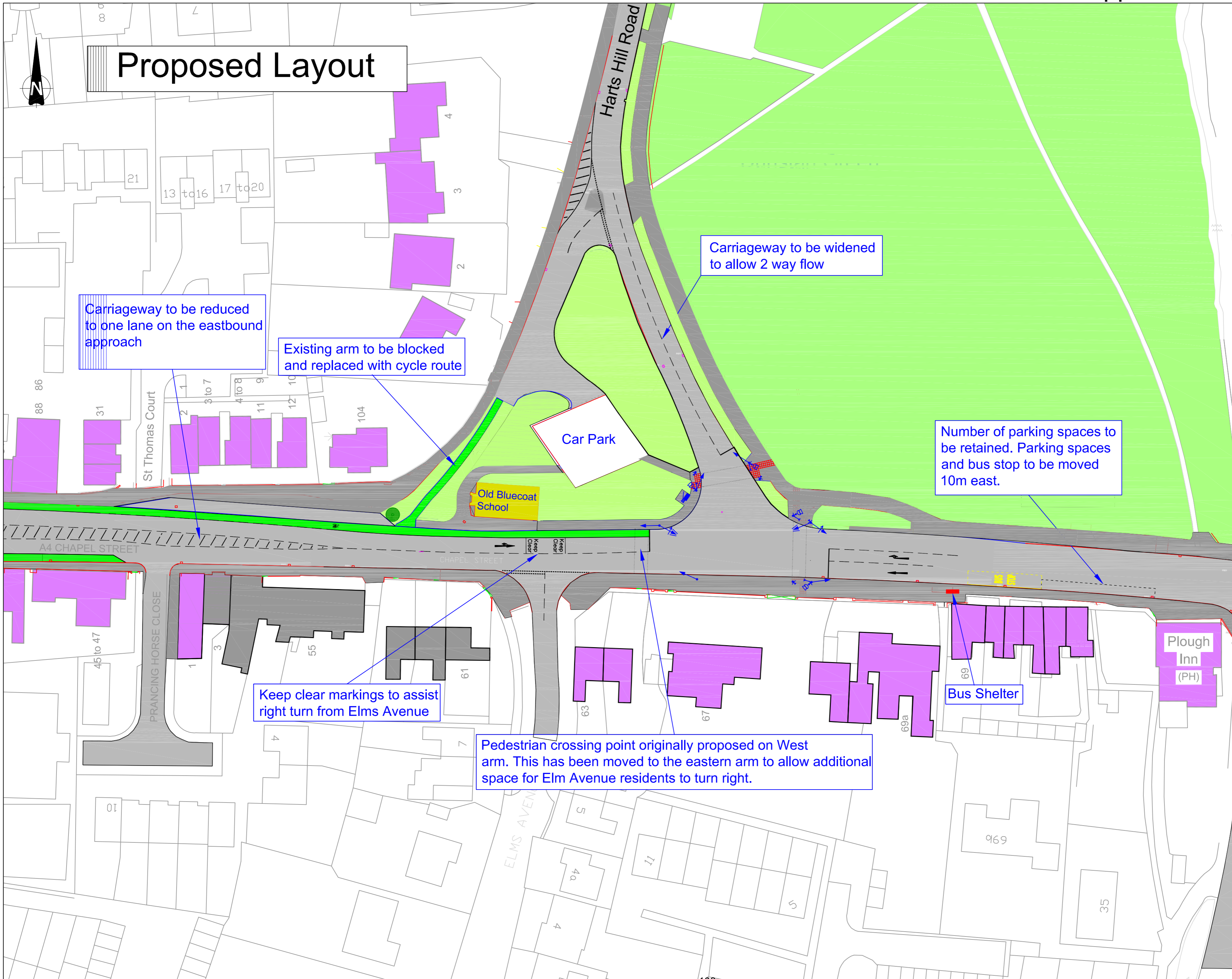
Personnel:	None arising from this report
Legal:	None arising from this report
Environmental:	This scheme promotes sustainable travel and will have the effect of reducing the noise and vibration of the A4 on adjacent properties.
Equalities:	None arising from this report
Partnering:	None arising from this report
Property:	None arising from this report
Risk Management:	The project will be managed in accordance with the West Berkshire Project Management Methodology.
Community Safety:	None arising from this report

Consultation Responses

Members:

Leader of Council:	Cllr Graham Jones has no objection to the proposed scheme.
Overview and Scrutiny Commission Chairman:	Cllr Brian Bedwell has no objection to the proposed scheme.
Policy Development Commission Chairman (where appropriate):	N/A
Ward Members:	<p>Cllrs Owen Jeffery and Terry Port (Thatcham South & Crookham); Cllrs Lee Dillon & David Rendell (Thatcham North)</p> <p>Cllr Owen Jeffery commented that he is in favour of the scheme and would like to see as wide footway as possible provided on the north side of the A4 to protect the Bluecoats School from passing traffic.</p> <p>Cllr Terry Port welcomes the scheme and would like to see it started as soon as possible.</p> <p>Cllr Rendell supports the scheme, however would like the proposed 'sharp' left turn from Harts Hill into the Bluecoats access reviewed to make it easier to turn (Officers to review this).</p> <p>Awaiting comments from Cllr Dillon.</p>
Opposition Spokesperson:	Cllr Keith Woodhams is in favour of the proposal.
Local Stakeholders:	See Appendix 2
Officers Consulted:	Mark Cole, Paul Goddard, Andrew Garratt, Mark Edwards, Derek Crouch.
Trade Union:	N/A

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	



NOTES

- Do not scale
- Based on OS Mapping; road alignments shown on drawings do not necessarily accurately represent the actual carriageway width.

KEY

- Signal Head
- Cycle Lane
- Tactile Paving

REV	DESCRIPTION	DRAWN	AUTHORISED

REVISION BOX

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Project A4 CHAPEL STREET / HARTS HILL ROAD IMPROVEMENTS			
Drawing Title PROPOSED LAYOUT			
Drawn by DG	Date Nov 08		
Authorised by JW	Scale 1:500	Dwg size Revision	
Drawing Number 81202 / 20			

Appendix 2 – Consultation Responses

Consultee	Response Summary	Officers Comments
Thatcham Town Council	<p>Thank you for extending the opportunity to comment on the Scheme.</p> <p>The proposal was considered by the Planning Committee of this Council at its meeting on 4th December 2008. It was resolved that the proposed junction improvements be welcomed with the request that the traffic signals be installed with the capacity to react to volumes of traffic. Also that account be taken in the layout of the kerbside parking spaces west of Stoney Lane, of the access to dwellings recently constructed immediately to the west of the Plough Inn.</p> <p>Thank you for your assistance in this matter.</p>	The signals will be linked to the A4 SCOOT system which will monitor and react to the changing flows along this part of the network.
West Berkshire Spokes	Spokes feel this is a positive step to providing continuous cycle facilities along the A4.	Spokes have raised a number of technical details in their response which will be the subject of further discussion during the detail design on the scheme.
Local resident and Patron of Old Bluecoats School Trust.	<p>The Old Bluecoat School is a Grade 1 listed building of national importance and moving the traffic away from the school will be a tremendous help to the campaign to secure funding to renovate the school.</p> <p>Also feels the proposal will be a significant improvement to road safety in the vicinity of the junction.</p>	Noted
Coombe Court resident	Would like to see the single file traffic commencing from the Moors junction with a dedicated right turn into the Moors and then a right turn lane into Coombe Court.	The possibility of creating a dedicated right turn lane into The Moors can be investigated as part of the detailed design of the scheme.
Chapel St residents	It appears from the plans that the bus stop will be moved towards our property (on the south side of Chapel St to the east of the junction). This will mean the parking bays will be moved towards the pub. We are assured that the current parking spaces will be maintained, however I am unable to see how this can be safely achieved. This would not only place the parked cars dangerously close to the Stoney	It is not proposed to reduce the amount of parking as part of the scheme and the scheme will be subject to a safety audit to ensure it satisfies current safe design criteria.

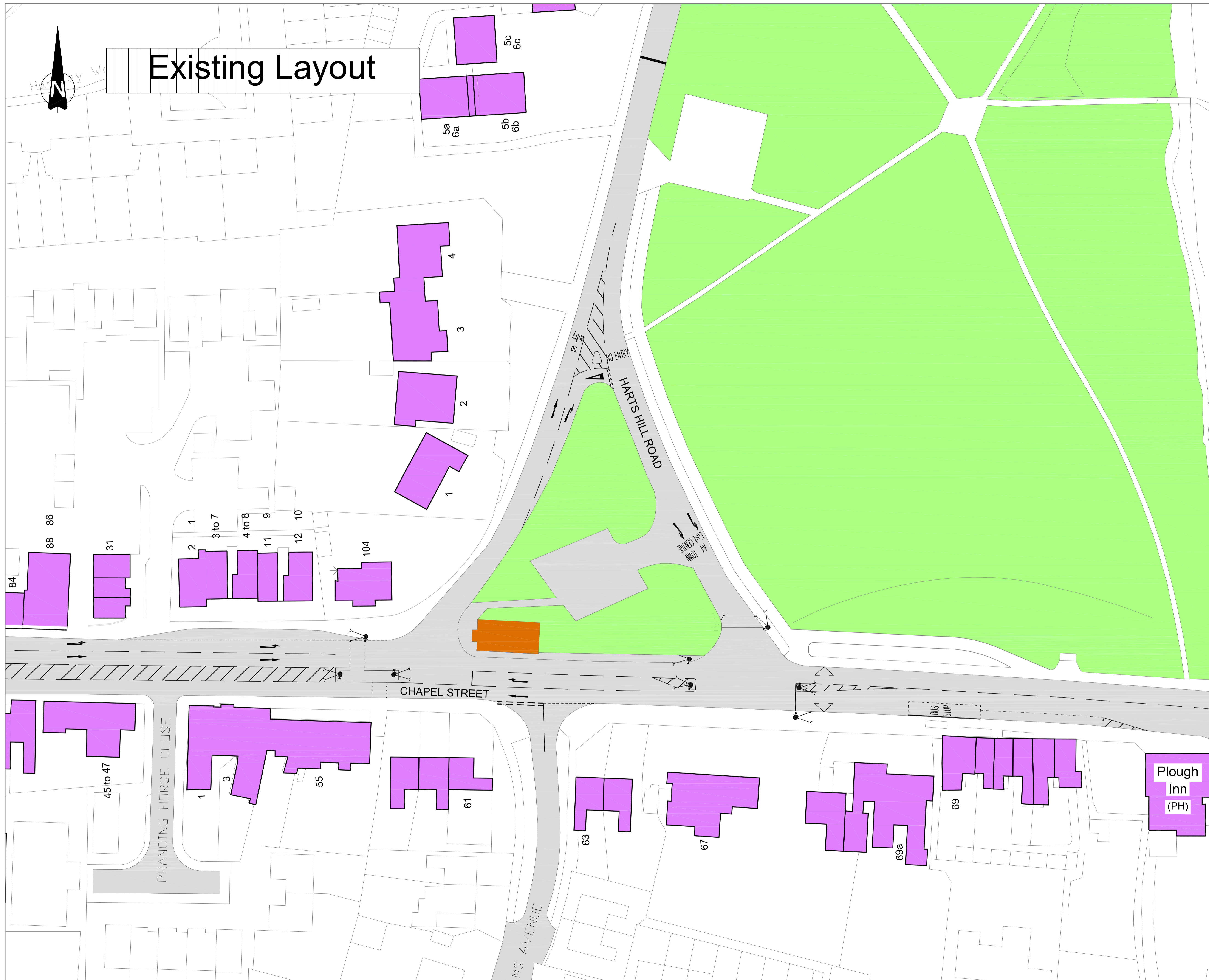
	<p>Lane junction restricting the view of any motorist exiting the junction but it also restricts the width of the A4 in this area, meaning that cars turning right into Stoney Lane are waiting in the centre and there will be less room for HGV's to pass.</p> <p>I am also told the bus stop will be in it's current position and not next to the bus stop.</p> <p>I am concerned about the loss of parking outside our property which will make entry/exiting the car more dangerous for my wife and young family and believe the works will have a massive effect on the value of my property.</p>	<p>The bus stop will be moved approximately 10m to the east and will still be adjacent to the bus shelter.</p> <p>There will be no loss of parking adjacent to the properties in question. Properties will therefore not be devalued.</p>
Elms Avenue resident	<p>Thinks the proposal will improve the environment at the junction.</p> <p>Is concerned that the double parking at the northern end of Elms Ave will continue to make turning to/from the A4 difficult and would like to see the grass verge here converted to a formal parking area.</p> <p>At peak times the use of the Stoney lane pedestrian crossing causes queuing past the junction and would like to see a relief road to bypass the A4 through Thatcham.</p>	<p>Noted</p> <p>Consideration could be given to removing some of the grass verge and replacing with grass-crete to create verge parking. This will be considered at the detail design stage and included if sufficient budget is available.</p> <p>It is proposed to link the Stoney Lane pedestrian crossing to the new signals to minimise conflicts between the Harts Hill junction and the pedestrian crossing.</p>
Chapel St resident	<p>Feel that the scheme will make a great difference to the flow of traffic through the junction. Would also like to see speed cameras introduced as part of the scheme.</p>	<p>Noted</p> <p>The provision of speed cameras is determined by criteria set out by the Thames Valley Road Safety Partnership. This location would not meet the relevant criteria.</p>
Chapel St resident	<p>Feels that moving the bus stop outside his house will de-value his property and will be looking for compensation.</p>	<p>As above the amount of available parking adjacent to these properties will not be reduced.</p>
Thames Drive resident	<p>Would like to see the A4 widened to the north into Dunstan Green between Harts Hill and Stoney Lane to better accommodate the parking adjacent to the Plough Inn.</p>	<p>The road will be widened slightly on the northern side of the junction, however this is restricted as Dunstan Green is public open space.</p>
Church Lane resident	<p>Feels the proposals will be a great improvement and much safer. Will be of great benefit to Bluecoats School.</p>	<p>Noted</p>
Chapel St	<p>Believes this will be a great improvement to</p>	<p>Noted</p>

resident	the flow of traffic and to the surrounding houses. A great idea.	
Dunstan Park resident	Pleased to see the removal of a set of traffic lights but does not wish to see the northbound filter lane to the west of the Old Bluecoats School. Would like to see this retained without lights and continue to relieve traffic streams on the A4. Feels it would help prevent congestion.	Retaining the left slip lane would remove many of the benefits for the more vulnerable road users (particularly cyclists), and would reduce benefits to the Old Bluecoats School. The traffic modelling has shown that the junction works well without the left turn slip lane.
Elms Avenue resident	Very worried about the difficulty this would cause Elms Avenue residents in accessing/exiting their road. Reducing the carriageway from 3 lanes to 2 and removing the set of lights would result in: <ul style="list-style-type: none"> a) Greater difficulty in getting in and out of the Avenue; b) Cause long tailbacks on the A4 while residents are waiting to turn into Elms Ave; c) Narrower road will make greater danger around the entrance to Elms Avenue. 	The issues faced by Elms Avenue residents and officers proposals are discussed in the main body of the report.
Chapel St resident	There will be no-where to turn round for cars facing east once the junction is closed. It's hard enough to park on the A4 without more cyclists. No benefit to us re reduced noise/vibration as not reducing to a single lane close enough to the Moores junction.	From traffic counts undertaken a small number of vehicles undertake this manoeuvre in the morning peak. Vehicles will now have to travel down to the Floral Way roundabout, or a better option would be to turn into Harts Hill Road and back onto the A4 via Vincent Rd and Park Lane. This would represent a minor increase on the time/distance travelled to turn round at present. The Council is actively encouraging sustainable transport along the A4 and the provision of cycle lanes will help reduce conflicts with motorists. Reducing the road to a single lane at The Moors junction could create congestion issues eastbound at The Moors junction.

	The lay-by near St Thomas Court will be extended but not the one further west which is in more need, meaning HGV's will continue to park on the pavement.	The two lay-bys are approximately 30m apart. If one lay-by is full then the other lay-by can easily be used by those willing to walk.
Chapel Court resident	Uses the junction to turn round in the morning as it is difficult to turn right out of Chapel Court. Closing the west slip lane will prevent this.	As above – other options to turn round using this junction are available with minimal disruption to users.
Ashman Rd resident	The road layout is certainly an improvement although the access road to the Bluecoats school should be clearly marked with a give-way line. All cycle lanes should be clearly marked in green surfacing.	Noted. A give way line has been added to the drawing. Green surfacing will be used at locations where there is potential conflict with other road users (junctions, lay-by's etc).
Chapel Street resident	This is an excellent idea. As part of the scheme this resident would also like to take the opportunity to alter their access from the A4 onto Harts Hill Rd.	Noted This can be looked as part of the detailed design of the scheme.
Church Lane resident & Vice Chair of the Trustees of the Thatcham Old Bluecoats School charity	A good proposed improvement to the junction. Much better layout for cyclists. Will certainly be better and easier to use. Greatly supports moving the traffic further from the Old Bluecoats School. Alteration of the road layout will greatly support the Trusts grant application for funding to repair the building.	Noted
Chapel Street resident	Concerned that the proposal will increase traffic speed through this section of the A4. Feels that taking away traffic lights will increase speeds and subsequently increase noise and vibration which is also a problem. If the proposal goes ahead – would like to see some traffic calming to accompany the proposals.	There is no evidence to point that the removal of one set of lights will increase vehicle speeds
Coombe Court resident	Concerned about build up of traffic back to the Moors junction. Will Coombe Court be used as a rat-run.	The traffic modelling undertaken by consultants shows the new junction can easily accommodate traffic flow on the A4. It is not anticipated that Coombe Court will be made a rat-run as a result of the works.

	<p>Will it be more difficult to exit Coombe Court right onto the A4 towards Reading?</p> <p>Coombe Court residents would like to see yellow boxes at the Moores and Coombe Court junctions</p>	<p>The works will not change the amount of vehicles using the A4 and it is considered there will be no impact on Coombe Court residents.</p> <p>The Traffic Signs Regulations and General Directions prescribe that 'Yellow Box' markings are only introduced as part of traffic signal controlled junctions. Consideration will be given to the introduction of 'Keep Clear' markings.</p>
Elms Avenue resident	<p>Considers the scheme will not achieve the objectives and will introduce risk and inconvenience to users of the A4 and to residents and visitors to Elms Ave.</p> <p>Moving the bus stop and parking on the south side to the west of the junction towards the Stoney Lane junction will place right turning traffic into Stoney lane at risk and bring westbound traffic to a standstill and increase the risk of a collision.</p> <p>In addition the proposed location of the bus stop appears to be in conflict with the entrance to the new houses behind the Plough.</p> <p>To modify the Kerb geometry to accommodate left turn traffic from Newbury into Harts Hill Rd, the Reading bound lights will have to be moved eastbound. However this will still present an acute angled left turn for vehicles which means they will have to manoeuvre slowly, disrupting traffic flow.</p> <p>The traffic lane between the Bluecoats School and Elms Ave will be 7.0m, which is less than the normal minimum of 7.3m. Fitting a cycle path between the narrow carriageway and the Bluecoats School would cause conflict between Reading bound motorists and cyclists and risk to cyclists.</p> <p>The carriageway between Bluecoat School and Elms Avenue will be reduced from three lanes (including the right turn filter into Harts Hill) to two lanes. At present residents and visitors to Elms Avenue approaching from</p>	<p>The issues faced by Elms Avenue residents and officers proposals are discussed in the main body of the report.</p>

	<p>Newbury pull into the lane dedicated to right turning (into Harts Hill road) until a gap opens in the oncoming traffic to enable a move across the Newbury bound lane. This allows reading bound traffic to keep moving. The proposed layout will require residents to stop in the Reading bound lane until oncoming traffic gives way or an adequate gap opens. This will cause significant disruption to Reading bound traffic flow.</p>	
Harts Hill Road Avenue	<p>Concerned that reducing the number of traffic lanes on the Harts Hill Rd approach to the junction will increase queues which are already a problem on this approach.</p>	<p>The traffic model does indicate that queues on the Harts Hill Road may increase slightly as a result of the proposed scheme. This is particularly apparent in the am peak and may be as a result of parents using the route to drop children at the local schools. Further work is being undertaken in conjunction with the schools to promote sustainable travel options.</p>



Existing Layout

REV	DESCRIPTION	DRAWN
DATE		AUTHORISED

REVISION BOX

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West Berkshire
COUNCIL

Highways and Engineering
Council Offices
Faraday Road
Newbury
RG14 2AF

Project
A4 CHAPEL STREET / HARTS HILL ROAD IMPROVEMENTS

Drawing Title
EXISTING LAYOUT

Drawn by	DG	Date	OCT 08
Authorised by	JW	Scale	1:500
Drawing Number	81202 / 10	Org size	A2
		Revision	

Plough
Inn
(PH)

Individual Executive Member Decision

Title of Report:	Pangbourne Parking Strategy
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	19 December 2008
Forward Plan Ref:	ID1786

Purpose of Report: To inform the Executive Member for Highways, Transport & ICT of the responses received during the statutory and public consultation on the review and introduction of waiting restrictions within Pangbourne and to seek approval of officer recommendations.

Recommended Action: That the Executive Member for Highways, Transport & ICT resolves to approve the recommendations as set out in section 4 of this report.

Reason for decision to be taken: To enable the Pangbourne Parking Strategy to be progressed to implementation.

Key background documentation: Plan No. PS/19/001.
Residents Parking Policy and Guidance report dated 12th August 2004.
Responses received during statutory consultation.

Portfolio Member Details	
Name & Telephone No.:	Councillor Emma Webster - Tel (0118) 9411676
E-mail Address:	ewebster@westberks.gov.uk

Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic and Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	The consultation is in accordance with the Council's Consultation procedures.
Financial:	The Statutory Consultation and advertisement procedure and implementation of the physical works will be funded from the approved Capital Programme. If there are any financial implications contained within this report this section must be signed off by a West Berkshire Group Accountant. Please note that the report cannot be accepted by Policy and Communication unless this action has been undertaken.
Personnel:	None arising from this report.
Legal/Procurement:	The Sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	The proposals make best use of available road space for parking, balancing wherever possible the needs of residents and visitors. Consequently they provide environmental benefits for residents of the area.
Partnering:	The Council is working in partnership with the Police to ensure that the project operates as it should.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	None arising from this report. For advice please contact Principal Policy Officer (Equalities) on Ext. 2441.

Consultation Responses

Members:	
Leader of Council:	To date no response received from Councillor Graham Jones. However any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Commission Chairman:	Councillor Brian Bedwell has no comment to make on the overall report.
Policy Development Commission Chairman:	Not applicable.
Ward Members:	Councillor Pamela Bale is supportive of the recommendations.
Opposition Spokesperson:	Councillor Keith Woodhams has noted the draft ID reports to be considered on 19 December.
Local Stakeholders:	Have been consulted as part of the public and statutory consultation process.
Officers Consulted:	Mark Edwards, Mark Cole
Trade Union:	Not applicable.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval		<input type="checkbox"/>
Delays in implementation could have serious financial implications for the Council		<input type="checkbox"/>
Delays in implementation could compromise the Council's position		<input type="checkbox"/>
Considered or reviewed by OSC or associated Task Groups within preceding 6 months		<input type="checkbox"/>
Item is Urgent Key Decision		<input type="checkbox"/>

Supporting Information

1. Background

- 1.1 The parking situation in Pangbourne was reviewed during 2008 and changes were proposed to address a number of issues that were identified.
- 1.2 The Pangbourne Parking Strategy was designed to address road safety concerns, resolve parking issues related to commuter, shopper and residents conflicts and review the suitability of the existing parking arrangements within the town.
- 1.3 Statutory consultation and advertisement of the proposals was undertaken between 2nd and 23rd October 2008. This included a Notice in the local press, Street Notices, details on the Councils website and plans were made available at the Parish Council Offices.

2. Responses to statutory consultation

- 2.1 At the end of the consultation and advertisement period 26 responses had been received, including a response from Pangbourne Parish Council. 21 of these responses were objections to various elements of the scheme, some of which were based on a misunderstanding of the parking proposals, it is assumed that the respondents read the Street Notice, which does not provide full dimensioned details of the proposals but does refer to locations where the plans and further details can be seen.
- 2.2 Of the 5 remaining responses, 1 was a letter of support for the proposals and the remaining 4 were requests for additional measures in various locations.
- 2.3 A summary of the objections, together with officer comments is detailed in Appendix A of this report.

3. Conclusion

- 3.1 It is considered that the majority of the parking concerns expressed by the various elements of the local community have been satisfactorily addressed.

- 3.2 Requests resulting in additional restrictions cannot be achieved without following the standard consultation and advertising procedure and as such cannot be incorporated into the current proposals. These requests will therefore be included for consideration under the normal review process.
- 3.3 Requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to Traffic Regulation Order (TRO) prior to its Sealing.
- 3.4 It is considered that the following adjustments to the TRO will address the comments received during the consultation period and can be incorporated into the scheme without the need for re-advertisement:
- (1.) Reduce the proposed length of corner restriction on the north side of Thames Avenue at the eastern end, from 8 metres to 4 metres and omit the corner restriction on the south side of the road.
 - (2.) Limit the proposed restriction to the east side of Meadow Lane to meet the needs of local residents and retain the present facility in front of No 2 Meadow Lane.
- 3.5 Due to the nature of parking schemes it can often be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will be monitored to determine their effectiveness and should any amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure being followed.
- 4. Recommendations**
- 4.1 That the relaxations and deletions contained in Section 3.4 of this report be approved.
- 4.2 That the remaining proposed restrictions be introduced as advertised and that the requests for additional restrictions are considered as part of the review process.
- 4.3 That the respondents to the statutory consultation be informed accordingly.

Appendices

Appendix A - Summary of responses to Statutory Consultation.

Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
10	<p>Residents objected to the proposed restrictions on Thames Avenue, on the basis that:-</p> <ol style="list-style-type: none"> 1. The proposed length of corner protection at 8 metres is excessive and would reduce the limited parking space in the road. 2. That the proposed junction protection would open up the corner to the extent that it would invite higher vehicle speeds through the corner to and from the recreation ground and that reduced dimensions would retain a measure of passive 'traffic calming' through the corner. 	<p>The restriction was proposed to ensure that sufficient manoeuvring space was maintained at the 'T' section of the cul-de-sac and that adequate visibility was maintained through the corner, particularly on the route leading to the recreation ground.</p> <p>Being mindful of the comments made by the residents, it is possible to reduce the length of the corner restriction from 8 metres to 4 metres on the north side and omit the proposed restriction on the south side without compromising the aims and overall objectives of the scheme.</p>
6	<p>Residents object to the proposed restrictions on St James Close, on the basis that:-</p> <ol style="list-style-type: none"> 1. They wish to retain the existing freedom to park as necessary in their own road, without additional restrictions on them or their visitors. 2. They do not wish to be asked to contribute either financially or in any adverse way to any new residents parking scheme. 3. They do not welcome the introduction of yellow lines, which they feel are intrusive and unsightly and out of keeping with the calm nature of the Close. 	<p>5 of the 6 objectors to the proposal, live in the area of the Close which is not affected by the proposals. The proposed measures will have no effect on them or their visitors and there would be no necessity for them to be involved in any residents permit scheme.</p> <p>Whilst it is accepted that yellow line systems can be seen as intrusive in certain circumstances, they are a regulatory requirement in instances such as this and are required if proper enforcement is to be undertaken.</p> <p>As of April 2009, yellow line enforcement is to be transferred to the Council from the Police under Civil Parking Enforcement Powers. The level of coverage will be much improved over present enforcement and a marked improvement in parking</p>

Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
	4. That the restrictions will not resolve problems as they see no enforcement of existing yellow lines elsewhere throughout Pangbourne.	control will be seen by the general public. The remaining objector does reside in the affected section of St James Close and whilst submitting a general objection to having to sign up to a residents permit scheme, does accept the need to address parking issues on the lower (straight) section of the Close. It is considered therefore that no changes are necessary to the advertised proposals.
1	A resident objected to the restrictions on Pangbourne Hill and the Tidmarsh Road on the basis that they are unable to have deliveries or to drop of visitors to there property. Also that the lines have a negative bearing on the saleability of her property.	There are no proposed changes to these restrictions, but for clarity they are included within the proposed order as part of a consolidation process. The terms of the Order allow loading and unloading and the setting down and pick-up of persons. Thereby negating the reasons stated in the objection.
2	Residents objected to the proposed extension of an existing prohibition of waiting restriction fronting No 2 Meadow Lane, on the basis that competition between residents for the limited space available is keen and that any reduction of parking space at this location would increase the residents parking problems.	It is accepted that parking in this area is limited. As the location in question is at the far end of a cul-de-sac, it would be possible to accede to the residents request to limit the restriction to the east side of Meadow Lane and retain the present facility in front of No 2.
1	A general objection was received from a medical professional concerned that the proposals will prevent her and her colleagues from carrying out their normal working practices.	The proposals will have no more effect on this type of user than the current Orders. It is considered that the objector has misunderstood the advertised proposals. Medical professionals can be issued permits giving them exemption from certain restrictions whilst undertaking their duties. The respondent will

Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
		be advised of this facility.
1	An objection to the proposal to introduce Residents Only parking on part of Horseshoe Road south of its junction with Short Street, on the basis that it will have a detrimental effect on visitors who may wish to park in this currently unrestricted area.	The proposal was formulated following requests from residents and the local Ward Member. The majority of the residents on this section of the road are current permit holders who, due to parked vehicles have to park elsewhere on Horseshoe Road or within permit holder facilities in adjoining streets. There are other unrestricted areas in Horseshoe Road within close proximity which can be utilised by the casual user. It is therefore considered that no changes are necessary to the proposal.
1	The Parish Council submitted a list of comments on the proposed Traffic Regulation Orders.	These comments are not objections but are requests to consider additional restrictions. These cannot be introduced without following the standard consultation and advertising procedure. As such they cannot be incorporated into the current proposals and these requests will therefore be included for consideration under the normal review process.

Individual Executive Member Decision

Title of Report:	Tilehurst and Calcot Parking Strategy
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	19 December 2008
Forward Plan Ref:	ID 1787

Purpose of Report: To inform the Executive Member for Highways, Transport & ICT of the responses received during the statutory and public consultation on the review and introduction of waiting restrictions within Tilehurst and Calcot and to seek approval of officer recommendations.

Recommended Action: That the Executive Member for Highways, Transport & ICT resolves to approve the recommendations as set out in section 4 of this report.

Reason for decision to be taken: To enable the Tilehurst and Calcot Parking Strategy to be progressed to implementation.

Key background documentation: Tilehurst and Calcot Parking Study report dated June 2006.
Plan Nos. PS/18/001 - 006.
Residents Parking Policy and Guidance report dated 12th August 2004.
Responses received during statutory consultation.

Portfolio Member Details	
Name & Telephone No.:	Councillor Emma Webster - Tel (0118) 9411676
E-mail Address:	ewebster@westberks.gov.uk
Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic and Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	The consultation is in accordance with the Council's Consultation procedures.
Financial:	The Statutory Consultation and advertisement procedure and implementation of the physical works will be funded from the approved Capital Programme. If there are any financial implications contained within this report this section must be signed off by a West Berkshire Group Accountant. Please note that the report cannot be accepted by Policy and Communication unless this action has been undertaken.
Personnel:	None arising from this report.
Legal/Procurement:	The Sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	The proposals make best use of available road space for parking, balancing wherever possible the needs of residents and visitors. Consequently they provide environmental benefits for residents of the area.
Partnering:	The Council is working in partnership with the Police to ensure that the project operates as it should.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	None arising from this report. For advice please contact Principal Policy Officer (Equalities) on Ext. 2441.

Consultation Responses

Members:	
Leader of Council:	To date no response received from Councillor Graham Jones. However any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Commission Chairman:	Councillor Brian Bedwell has no comment to make on the overall report.
Policy Development Commission Chairman:	Not applicable.
Ward Members:	Councillor David Betts has no comments and Councillors Brian Bedwell, Joe Mooney and Tony Linden support the recommendations. To date no response received from Councillors Tim Metcalfe, Laszlo Zverko, Peter Argyle, Emma Webster and Manohar Gopal. However any comments will be verbally reported at the Individual Decision meeting.

Opposition Spokesperson:	Councillor Keith Woodhams has noted the draft ID reports to be considered on 19 December.
Local Stakeholders:	Have been consulted as part of the public and statutory consultation process.
Officers Consulted:	Mark Edwards, Mark Cole
Trade Union:	Not applicable.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 A Parking Study was undertaken in Tilehurst and Calcot during 2006, which reviewed the parking situation within the area and recommended a number of changes to address the problems identified.
- 1.2 The study formed the basis of the Tilehurst and Calcot Parking Strategy which was designed to address road safety concerns, resolve parking issues related to commuter, shopper and resident conflicts and review the suitability of the existing parking arrangements within the area.
- 1.3 To ensure that all parking issues were being considered and addressed a preliminary consultation was undertaken with the ward members, parish Councils and the Eastern Area Forum.
- 1.4 The statutory consultation and advertisement of the proposals was undertaken between 2nd and 23rd October 2008. This included a Notice in the local press, Street Notices, details on the Councils website and plans were made available at the Councils Calcot Office and Parish Council Offices.

2. Responses to statutory consultation

- 2.1 At the end of the consultation and advertisement period nine responses had been received, including a response from Tilehurst Parish Council which requested additional measures on Tring Road and Clanfield Crescent.
- 2.2 Six of the responses were comments on the scheme seeking clarification on the proposals and are not considered to be formal objections. Explanatory letters have been sent to these respondents.

- 2.3 The remaining three responses were objections to the proposals. However two of these were based on a misunderstanding of the details of the scheme. Given the comments it is assumed that the respondents read the Street Notice, which does not provide full dimensioned details of the proposals but does refer to locations where the plans and further details can be seen.
- 2.4 One resident of Robin Way objected to the proposed restrictions within the Bird's estate, which he assumed were to be kept traffic free to allow clear access for buses. All that is being proposed however is short lengths of double yellow lines at particular junctions to address road safety concerns and to ensure that buses can turn safely.
- 2.5 One resident of City Road objected to the proposals on the assumption that they had been designed in association with a reported future large housing development on Pincents Lane. This is not correct as the proposed new restrictions only address existing road safety issues or parking problems. There is no link to any potential housing development.
- 2.6 A business located on Pincents Lane commented that the overnight restriction on HGV parking did not fully address the road safety concerns, as there was also an issue during the day caused by HGVs and requested that the restriction be extended to include daytime.

3. Conclusion

- 3.1 It is considered that the majority of the parking concerns expressed by the various elements of the local community have been satisfactorily addressed.
- 3.2 It is considered that there is not a particular problem during the day caused by long term parking of HGVs on Pincents Lane. It is the access road to a number of industrial and business units and, whilst there may be occasions when large vehicles may have to wait before they are able to enter their sites, a daytime restriction may inhibit their daily operations. Footway parking and obstruction issues can still be dealt with by the police if a vehicle waits in a dangerous position or parks long term during the day.
- 3.3 Requests such as those from Tilehurst Parish Council resulting in additional restrictions, cannot be achieved without following the standard consultation and advertising procedure. As such they cannot be incorporated into the current proposals and these requests will therefore be included for consideration under the normal review process.
- 3.4 Due to the nature of parking schemes it can often be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will be monitored to determine their effectiveness and should any amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure being followed.

4. Recommendations

- 4.1 It is recommended that the scheme be introduced as advertised and that the requests for additional restrictions be considered as part of the review process.

4.2 That the respondents to the statutory consultation be informed accordingly.

Appendices

There are no Appendices to this report.

Individual Executive Member Decision

Title of Report:	Mortimer Parking Strategy
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	19 December 2008
Forward Plan Ref:	ID1788

Purpose of Report: To inform the Executive Member for Highways, Transport & ICT of the responses received during the statutory and public consultation on the review and introduction of waiting restrictions within Mortimer and to seek approval of officer recommendations.

Recommended Action: That the Executive Member for Highways, Transport & ICT resolves to approve the recommendations as set out in section 4 of this report.

Reason for decision to be taken: To enable the Mortimer Parking Strategy to be progressed to implementation.

Key background documentation: Plan Nos. PS/20/001 & 002
Residents Parking Policy and Guidance report dated 12th August 2004.
Responses received during statutory consultation.

Portfolio Member Details	
Name & Telephone No.:	Councillor Emma Webster - Tel (0118) 9411676
E-mail Address:	ewebster@westberks.gov.uk

Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic and Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	The consultation is in accordance with the Council's Consultation procedures.
Financial:	The Statutory Consultation and advertisement procedure and implementation of the physical works will be funded from the approved Capital Programme.
Personnel:	None arising from this report.
Legal/Procurement:	The Sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	The proposals make best use of available road space for parking, balancing wherever possible the needs of residents and visitors. Consequently they provide environmental benefits for residents of the area.
Partnering:	The Council is working in partnership with the Police to ensure that the project operates as it should.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	None arising from this report.

Consultation Responses

Members:

Leader of Council:	To date no response received from Councillor Graham Jones. However any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Commission Chairman:	Councillor Brian Bedwell has no comment to make on the overall report.
Policy Development Commission Chairman:	Not applicable.
Ward Members:	To date no response received from Councillors Keith and Mollie Lock. However any comments will be verbally reported at the Individual Decision meeting.
Opposition Spokesperson:	Councillor Keith Woodhams has noted the draft ID reports to be considered on 19 December.
Local Stakeholders:	Have been consulted as part of the public and statutory consultation process.
Officers Consulted:	Mark Edwards, Mark Cole
Trade Union:	Not applicable.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval		<input type="checkbox"/>
Delays in implementation could have serious financial implications for the Council		<input type="checkbox"/>
Delays in implementation could compromise the Council's position		<input type="checkbox"/>
Considered or reviewed by OSC or associated Task Groups within preceding 6 months		<input type="checkbox"/>
Item is Urgent Key Decision		<input type="checkbox"/>

Supporting Information

1. Background

- 1.1 The parking situation in Mortimer has been reviewed during 2008 and changes were proposed to address a number of issues that were identified.
- 1.2 The Mortimer Parking Strategy was designed to address road safety concerns, resolve parking issues related to commuter, shopper and residents conflicts and review the suitability of the existing parking arrangements within the village following discussions with Stratfield Mortimer Parish Council.
- 1.3 Statutory consultation and advertisement of the proposals was undertaken between 2nd and 23rd October 2008. This included a Notice in the local press, Street Notices, details on the Councils website and plans were made available at the local Library.

2. Responses to statutory consultation

- 2.1 At the end of the consultation and advertisement period 31 responses had been received, including a response from Stratfield Mortimer Parish Council. Some of the objections were based on a misunderstanding of the parking proposals, it is assumed that the respondents read the Street Notice, which does not provide full dimensioned details of the proposals but does refer to locations where the plans and further details can be seen.
- 2.2 One objection has been subsequently withdrawn following an explanation of the proposals.
- 2.3 A summary of the responses including 22 objections that relate to the proposals for the car park area at St. John's Church are detailed in Appendix A of this report together with officer comments.

3. Conclusion

- 3.1 It is considered that many of the parking issues expressed by the local community have been satisfactorily addressed.
- 3.2 The majority of responses were relating to the proposals for the car park area in front of St Johns Church. The concerns were about not being able to park for long periods from staff at St John's School and staff at a nearby Dental Practice, and about the effect the limited waiting proposals may have on visitors to the Church.

- 3.3 It is considered that the restrictions within the car park could be relaxed to address the respondents concerns without compromising the aims of the scheme.
- 3.4 Requests for additional restrictions cannot be made without going through the full statutory process again but requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to the Traffic Regulation Order (TRO) prior to it's Sealing.
- 3.5 It is therefore considered that the following adjustments will initially address the comments received during the consultation period and can be incorporated without the need for the re-advertisement of the TRO:
- (1) The proposal to introduce a prohibition of waiting 'At Any Time' around the island housing the War Memorial (at the junction of Victoria Road and Hammonds Heath) is deleted.
 - (2) The proposal to introduce a prohibition of waiting 'At Any Time' at the mini roundabout at the junction of Stephens Road, The Street and Groves Lea, is deleted.
 - (3) The proposal to introduce a Monday to Saturday, 8 am to 6pm restriction on Victoria Road opposite the surgery access be amended to Monday to Friday.
 - (4) The proposals for the car park fronting St John's Church be amended to increase the number of unrestricted spaces by a relaxation of part of the proposed limited waiting restriction on the south side of the car park, with a relaxation of the remaining one hour restriction to two hours.
- 3.6 Due to the nature of parking schemes it can often be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will be monitored to determine their effectiveness and should any amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure being followed.

4. Recommendations

- 4.1 That the relaxations and deletions contained in Section 3.5 of this report be approved.
- 4.2 That the remaining proposed restrictions be introduced as advertised and the requests for additional restrictions are considered as part of the review process.
- 4.3 That the respondents to the statutory consultation be informed accordingly.

Appendices

Appendix A - Summary of responses received during the statutory consultation.

Mortimer Parking Strategy**Summary of responses to statutory consultation****Appendix A**

No. of Comments	Comments	Officer Comments
22	<p>These responses related to the proposals in the car park fronting St John's Church. The objections consisted of:-</p> <p>11 objections were received from staff at St John's School, based on the premise that the proposals will severely restrict the opportunity for them to park in the car park as there is no parking within the school grounds. This would result in the staff being forced to find alternative parking further away creating safety issues as the staff often arrive and leave in the dark.</p> <p>7 objections were received from members of the community, reiterating the concerns of the teachers and indicating that the proposed one hour limited waiting would affect midweek activities in St John's Church, which frequently exceed one hour in duration.</p> <p>4 objections were received from the Dental Practice in West End Road, on the basis that, apart from the long term parking need of the staff, patients need a facility in excess of one hour. An increase in the time limit to at least two hours has been requested.</p>	<p>The proposal within the car park came about from requests received during the pre-consultation stage and from discussions with the Parish Council.</p> <p>Whilst it is recognised that there needs to be short term parking to cater for visitors to the village and to address the objections the ratio of unrestricted and limited waiting spaces could be amended.</p> <p>It is considered that the spaces be amended so that approximately two thirds are unrestricted with the remainder increased to two hours limited waiting. The limited waiting being allocated to those spaces on the church side nearest to West End Road.</p> <p>This action would be seen as a positive response to the objections received, being a reasonable compromise which maintains the original principle of shared use within this area and will not undermine the aims and objectives of the Mortimer Parking Study</p>
4	<p>Stratfield Mortimer Parish Council requested that the proposed yellow lines at the junction of The Street with Hammonds Heath at the War Memorial and at the mini-roundabout junction of Stephens Road and Victoria Road and Groves Lea be omitted. They feel that it introduces an urbanisation element into what is still largely a rural</p>	<p>The Parish Council recognises that there is a need for yellow lines and that in many cases they are the only means of addressing issues. However, having given consideration to this request, it is determined that in this case the scheme would not be compromised if these elements were to be deleted, as</p>

Mortimer Parking Strategy**Summary of responses to statutory consultation****Appendix A**

No. of Comments	Comments	Officer Comments
	village. This was also supported by 3 other similar requests from local residents.	highway safety is not reduced by their omission.
2	Residents commented that the proposed lengths of the 30 minute limited waiting restrictions on the south side of West End Road in the vicinity of the shops and business premises are insufficient and should be extended.	The proposals for West End Road are a duplication of existing restrictions and are included as part of the overall Order consolidation process. Pre-consultation indicated that the community is generally happy with the existing regime and that it is currently operating satisfactorily.
1	A resident has objected to the proposed daytime restriction Monday to Saturday, opposite the Mortimer Surgery access on Victoria Road and has requested that it be amended to Monday to Friday, on the basis that the surgery does not operate on weekends.	As there would be no traffic generation to this site at weekends, there would be little benefit in maintaining the access protection on this side of Victoria Road during that time. Also see paragraph 3.5 of the report.
1	An objection to the proposal to introduce junction protection markings at the junction of Gordon Palmer Close with The Street, on the basis that it would reduce the amount of room available for parents to park during the morning and afternoon school runs to St Mary's School.	The proposal introduces the minimum restriction necessary to ensure adequate visibility for any vehicle negotiating the junction. As the action is in the interests of highway safety, no amendments are recommended.
1	An objection received from the Mortimer Surgery to the proposed waiting restrictions on Victoria Road in the immediate proximity of the Practice, on the basis that there was very little parking space within the Surgery boundary and patients would be unable to park conveniently on street.	This objection was based on a misinterpretation of the advertised proposals. The proposals were subsequently explained to the senior partner in detail and a letter has since been received from the practice withdrawing their objection.