

MARKET STREET NEWBURY

Introduction

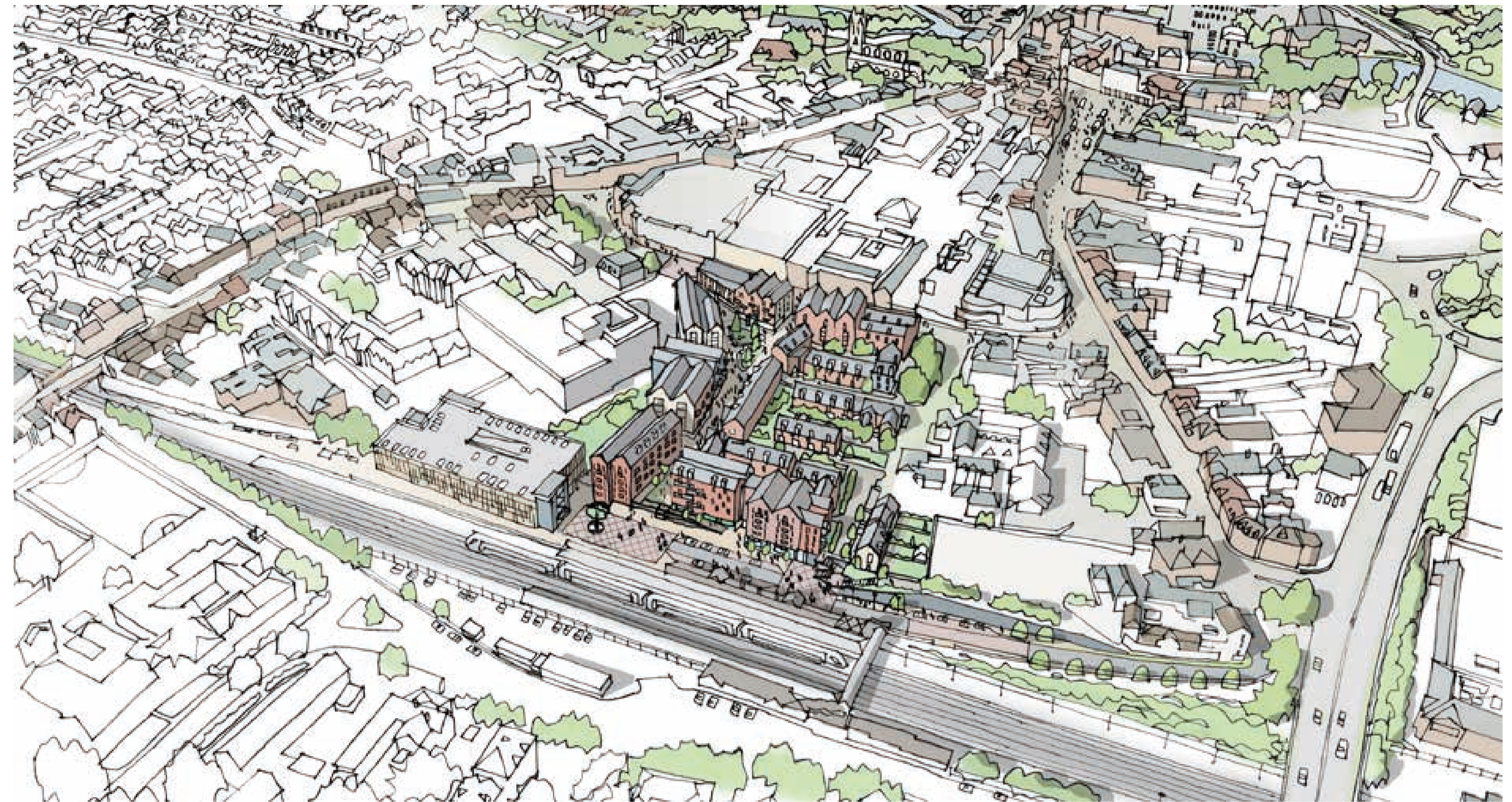
WELCOME

Grainger plc, one of the UK's leading residential property companies and the UK's largest listed residential landlord, has been selected by Network Rail and West Berkshire Council to develop the site. Located between the railway station and Market Street the site includes the existing bus station and council car park.

Grainger has appointed a team of consultants to look at various technical aspects of the site. As part of this team, architects and masterplanners John Thompson & Partners (JTP) is working with the local community to create a Vision for the 'urban village' and its relationship with the town centre. This process began with a Community Planning Weekend, held in July 2015, when it was decided to establish the Market Street, Newbury Community Forum.

This exhibition has been prepared for the first Community Forum. This event is an opportunity to see and discuss the latest proposals, including a new physical model.

Our ideas continue to develop, so we welcome your feedback on the proposals presented here. Team members are on hand to discuss your ideas, experience and comments; feedback forms are also available.



PLANNING CONTEXT

The Market Street site in Newbury has been well represented in planning documents for over a decade setting out how the local planning authority, West Berkshire District Council, hope that the site will come forward. In 2005 it was referred to as a potential Urban Village and also referred to in the Newbury Town Centre Plan as a scheme that would contribute to the better integration of Newbury Railway Station with the town itself.

The Market Street development or 'Urban Village' forms a key part of West Berkshire Council's Newbury Vision 2026, which was published in 2003 and has already delivered projects such as Parkway, the cinema, and the popular pedestrian areas in the town centre. The site was seen as one of the very few opportunities for significant Town Centre redevelopment including a high level of residential development. The document aspired for an Urban Village, creating a mixed-use

neighbourhood with a range of uses but with an emphasis on housing, a public transport interchange improving access from the station to the town centre and to assist the vitality and viability of the town as a whole. Comprehensive redevelopment of this brownfield site at high density was recognised as vital.

In the recent West Berkshire Housing Site Allocations document, these key themes were reiterated and this fits well with the West Berkshire Core Strategy (2006-2026) which sees at least 10,500 homes being delivered across the county and Newbury being the main focus for housing growth over the period, providing approximately 5,400 new homes between 2006 and 2026.



The boundary pictured above is Market Street as identified in Newbury Vision 2026. The development site is within this area.

Source: West Berkshire Council, 2005, Market Street Urban Village, Newbury Planning and Design Brief Supplementary Planning

- Site Boundary
- Newbury Vision Boundary

PROPOSED PROJECT TIMELINE



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COMMUNITY PLANNING WEEKEND

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The Team

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Grainger plc is the UK's largest listed residential property owner and manager, with c.20,000 homes under management across the UK and Germany. Grainger was established in 1912 in Newcastle upon Tyne, where it remains headquartered. Grainger is a constituent of the FTSE 250 on the London Stock Exchange and the FTSE4Good index. Grainger was awarded the UK's Residential Asset Manager of the Year at the RESI Awards in 2015, 2014, 2013 and 2012.

Macaulay Walk

- Redevelopment of 1.8acre brownfield site
- 97 residential units – 65 private, 32 affordable.
- Mix of new build and warehouse conversion.
- Variety of apartments and mews houses.
- Winner: WhatHouse? Awards - Gold Award - Best Apartment Scheme, Gold Award - Best Brownfield Development, Silver Award - Best Mixed Use Development, Bronze Award - Best Development. (logo attached)
- Winner: Sunday times British Home Awards – Best Mixed Use Scheme and Best Development



Wellesley, Aldershot

Wellesley, delivered by Grainger PLC, is an exciting development of 3,850 homes on the 255 hectare former Aldershot Garrison site.

- A new slip road onto the A331 and further highway improvements
- Two new primary schools
- Extensions to two secondary schools, providing over 675 new school places
- Two new pre-schools and day care centres
- 110 hectares of new managed green space, play areas, sports and community facilities
- The refurbishment of six listed buildings, including the Cambridge Military Hospital and Headquarters 4th Division and provision of a Heritage Trail.



Berewood, Waterlooville

Berewood is 209 hectares (516 acres) urban extension to the west of Waterlooville.

- Up to 40% affordable housing
- Approximately 2,550 residential units
- Land for 2 primary schools (3ha + 2.2ha)
- Leisure facilities
- Employment space
- New public park



John Thompson & Partners is an international placemaking practice of architects and urbanists with extensive experience of delivering successful projects for both public and private sectors throughout the UK, and internationally. We use participatory techniques pioneered and honed over two decades to build collaborative visions for our projects with the very people who will go on to use them.



Hungate, York is a brownfield site located on the banks of the River Foss on the south-east edge of the historic centre and within 800m of York Minster. It was the largest remaining development opportunity within the city's walls and outside its Conservation Area. Archaeology and flooding issues constrained the site.

The City of York's planning brief set out a vision to create a sustainable and attractive new riverside quarter:



French Quarter is located within the historic old town of Southampton. War-time damage combined with post-war traffic planning had destroyed the historic urban fabric of French Quarter. The existing buildings were of poor quality with frontages set back behind wide pavements, destroying the sense of enclosure and impeding activity on the streets. A four lane carriageway cutting across the historic grid of the city resulted in loss of spatial definition to key streets.

A development was created that recreated the fine grain of the medieval street pattern, helping to enrich the spaces between the new buildings.



Park Centrale, the former New College site on The Avenue, Southampton develops 3.39 ha of brownfield land into a high quality sustainable mixed use, mixed tenure development, which is situated within close proximity to the city centre and all its facilities. The site falls within two Conservation Areas and contained a significant number of existing trees, many of which were retained as part of the masterplan vision.

Through the understanding of local context and character; community involvement and the establishment of a design philosophy and approach, the aim was to ensure the development created a positive sense of place that contributes to the wider urban grain and the creation of a strong local identity.

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The Team

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DEVELOPMENT PARTNERS



Newbury is already one of the best connected towns in the South and when Network Rail announced that Newbury station was to benefit from rail line electrification, which will transform the current service from London, delivering faster, greener and quieter travel with extra capacity - and potentially more visitors to the town, the council saw an opportunity to provide a new and enhanced gateway to Newbury and have provided the land for the project. West Berkshire Council is working in partnership to comprehensively redevelop this prominent 5.5 acre site which will ultimately bring significant economic benefits for the whole town.



Network Rail is the owner and operator of Britain's rail infrastructure. We own, maintain and develop the track, signals, bridges, tunnels and stations that make up Britain's railway.

Network Rail is delighted to be working with our partners on this scheme which will bring significant benefits to rail users and to Newbury as a whole. This project, together with our wider programme of investment including the electrification of this line, will help to support and drive economic growth in Newbury and the wider Thames Valley region.



First Great Western operates services stretch from London in the east to Brighton and Gatwick in the south, Carmarthen, Pembroke Dock and Penzance in the west and Banbury, Hereford and Worcester in the north. We have one of the largest and most complex rail networks in the UK, carrying one and a half million passengers every week on 9,000 services, and calling at 276 stations. We are the only UK rail company to operate High Speed Inter-city, commuter, regional and sleeper services.

PROJECT TEAM



Savills is a multidisciplinary property consultancy with offices around the country as well as in Newbury Town Centre itself. Savills is assisting Grainger plc with the provision of town planning consultancy advice as well as advice on the appropriateness of the development proposals for the local market in terms of the types and form of housing to be provided along with any related commercial space. This will ensure that not only is a successful planning application prepared but that the proposals are viable and deliverable in today's current market.

The Market Street site will help to reconnect the town adding a vital missing link in the jigsaw and will provide much needed accommodation for people to live in as well as necessary services for local residents, employees and commuters.



Odyssey Markides is a local transport planning and engineering consultancy with offices in Basingstoke and London; our expertise includes sustainable travel and drainage solutions for both private clients and local authorities. We are passionate about finding the best solution for each project, enabling residents, employees and visitors alike to enjoy their stay in a pleasant and accessible environment.

We support Grainger and the design team with transport advice to ensure that residents of the new development as well as visitors can take advantage of the site's central location and excellent connections.



Neil Tully Associates are a small team of urban designers, landscape architects and horticulturalists, based in central London and operating throughout the UK and overseas. The practice is led by Neil who has over 30 years' experience in environmental consultancy and has been responsible for the delivery of significant landmark schemes both in the UK and abroad. The practice's overriding objective when approaching any commission is to create a sense of local identity and 'Place' which defines and reflects the users' needs and the restraints of engineering and adoptability whilst maintaining high aesthetic standards.

The Market Street redevelopment provides a unique opportunity to craft a high quality urban landscape in the centre of the town where careful combination of built form and green structure will create a walkable, convivial new urban district.



Buro Four is an independent, specialist provider of project management services to clients across the UK, and overseas. A large part of our work is in the residential and mixed use sectors and we are involved in projects at all stages from early feasibility through planning to construction and occupation. We spend a lot of time understanding how projects will be delivered including phasing, programme and how the different phases fit together, including complex interfaces with neighbouring properties and the public. Every project has its own unique challenges and this is reflected in our approach to our work.



Remarkable Engagement, part of Remarkable Group, is a communications agency specialising in stakeholder relations, public affairs, public relations and consultation.

Our role on the Market Street, Newbury project is to ensure elected members, stakeholders and the media are kept up to date on this exciting project throughout the community consultation process. On behalf of Grainger plc we are working closely with John Thompson & Partners, West Berkshire Council, First Great Western and Network Rail to ensure the final scheme is influenced by the local community.



Hoare Lea is a highly successful, award-winning firm of consulting engineers, specialising in mechanical, electrical and public health (MEP) engineering, and is the largest of its kind in the UK. We lead the way in sustainability and our reputation for an innovative approach, backed up with strong delivery, underpins our ability to help deliver successful projects.

Hoare Lea will be responsible for designing the building services within the new development and leading the sustainability strategy. The town centre location, with great transport links offers the opportunity to deliver an integrated residential development with easy access to local amenities. Low carbon and sustainable design will ensure the new development reduces its impact on the surrounding environment and delivers for the future.



AECOM's structural engineers work confidently at the leading edge of building design and our consistently high standards of creativity and innovation are accompanied by focusing on delivering a sustainable, elegant solution to the design of every building.

AECOM are excited to be given the opportunity to demonstrate how a carefully considered civil and structural engineering solution can influence a sustainable architectural scheme and bring benefits to the local community. AECOM are championing low-rise construction solutions - using traditional materials and shallow foundations - with the sole aim of mitigating heavy piling on site to reduce noise, vibration and traffic disruptions whilst protecting the immediate environment from contamination.



Gleeds is a leading global property and construction consultancy. Independent since our beginning, we are proud to deliver award-winning projects around the world, providing solutions for every stage of the construction and property lifecycle.

We have 56 offices in 18 countries, across 6 continents. Our 130 years of experience span numerous sectors and disciplines; we have experience of virtually every sector in the industry - bringing a diverse capability and specialist knowledge to each and every project.

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Community Involvement To Date

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COMMUNITY PLANNING WEEKEND

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COMMUNITY PLANNING WEEKEND

- A new gateway to Newbury from the railway station with attractive buildings and spaces designed with a Newbury character - "Newburyness" - and with strong pedestrian and cycle links to the town centre;
- A range of housing, commercial and community uses to ensure mixed and active "community living";
- Work to ensure investment in Market Street helps revitalise Cheap Street and Bartholomew Street

These are just some of the ideas to emerge from the Market Street, Newbury Community Planning Weekend held at West Berkshire Council Offices on 10 & 11 July 2015.

More than 200 people took part in workshops and hands-on planning activities during the Community Planning Weekend process, and helped shape the vision for the Market Street site.

The workshops were led by JTP on behalf of Grainger, and gave local residents, including young people, the chance to identify the challenges and opportunities for the site, as well as drawing ideas for the new 'urban village'. Walkabouts of the town centre also took place, with groups discussing what makes the character of Newbury and how this could influence the design of the new 'urban village'.

Following the public workshop days, the JTP led team analysed and summarised the outcomes and drew up a new Vision for the site, including an illustrative masterplan. This was presented to the local community at the **Report Back** on 16 July 2015 at St Nicolas Church, Newbury.

All photographs are from the Community Planning Weekend.

MARKET STREET COMMUNITY FORUM

A key outcome was for the community to continue to participate in the development of the proposals for Market Street urban village. In response to this it was announced that the Market Street Community Forum has been established. This exhibition is part of its first meeting, held on 24 September 2015.



MARKET STREET NEWBURY

Key Themes from the Community Planning Weekend

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At the Market Street Newbury Community Planning Weekend, the local community shared their ideas and experience with the design team through workshops and one-to-one discussions. Following the Weekend, the team summarised and analysed this feedback and identified a number of Key Themes.

All quotes are from participants at the Community Planning Weekend.

SUPPORT FOR REGENERATION

“ For a long time it's been the end of the town that people forgot. ”

“ We've got the opportunity to change this part of town from the sad back door of the town to a bright front door. ”

The Market Street site today is seen as uninspiring and neglected. It fails to create an inviting gateway to Newbury from the station and is more of a barrier than an enticing connection to the town centre. The community is keen that, after many years in the pipeline, progress is made to regenerate the site. This in turn, it is felt, will help stimulate the economic vitality of the southern part of the town centre, including Cheap Street and Bartholomew Street.

AN URBAN VILLAGE WITH “NEWBURYNESS”

“ It's important to build within the Newbury style. ”

“ It must be light and airy, not dingy. It should look attractive – not be a big block of concrete. ”

The new “urban village” should reflect the charm and character of the town and have “Newburyness”. There should be strong pedestrian and cycling connections from the station to the town centre and east - west linking with Bartholomew Street and Cheap Street. A variety of quality places and spaces, some with trees, should be a feature of the development and while it will be residential-led there is scope for small scale commercial, community and other uses to help create an active street frontage.



QUAKER FRIENDS' MEETING HOUSE

“ An urban village needs a community focus - our meeting house can provide this. ”

The Quakers have been in Newbury for over 150 years and based in their current location for 60 years. The Friends' Meeting House and garden, which is within the “urban village” site area, is used for worship and by community groups seven days a week and is a valued local resource. There has been concern about how and whether the plans for the “urban village” will accommodate the Quakers in the future. During the Community Planning Weekend different ideas were discussed and the Vision contains an option for the retention of the existing building and garden and an option for a new facility.

BUSES

“ We need easy interchange between trains, buses, taxis on both sides of the rail tracks. ”

West Berkshire Council has determined that the bus station is to be moved to the town centre Wharf area. Although there is currently very little interconnection between the rail and bus station by passengers there was some concern that moving the station would reduce future integration of rail and bus services. However, assessments show that the new location will better serve the town centre whilst the extra distance to the railway station from the relocated bus station is not considered to be unreasonable, particularly given the constraints of operating buses in the road network around Cheap Street.

Furthermore there will still be bus services on Market Street and connectivity to the railway station will be much improved through the new “urban village”. Existing bus services from the south and south west of the town will still serve Market Street and there maybe scope for services from the north of the town to be extended at peak periods so that they also serve it. The location and quality of bus stop provision on Market Street will therefore be an important part of the new development. The Council are also about to undertake a study into the operation of the forecourt to the south of the station where the Vodafone buses operate from.



RAIL AND STATION SQUARE

“ When you arrive at the station, you need to know where you're going but there's nothing to say where the centre is – so build a gateway! ”

New investment in the railway station and services is planned and the “urban village” will provide the opportunity to redevelop the station approach and forecourt area on the north side, including the provision of taxi stands, improved drop off, cycle facilities and a new multi-storey car park south of the Council offices providing additional spaces. In addition, the “urban village” should create an attractive and inviting new gateway to Newbury with amenities such as a cycle repair service and a convenience store close to the station.

COMMUNITY LIVING

“ I want somewhere that's nice to walk through to get to where I'm going! ”

“ What about public art and sculpture, poetry, fountains? ”

There was a desire to encourage the benefits of community living through the creation of a development which has a unique identity, an attractive, calm public realm and a 'heart'. New homes should be provided for all ages: single people, families, young couples, retirees and the mobility impaired. There was a desire to build on the established community uses on and near the site by providing a place for community groups to meet and providing for calmness and a 'spiritual' dimension to 'community living'.



A VIBRANT SOUTHERN QUARTER

“ The town is getting better - it's on the up. You're planting the seed. It's up to people in the town to make it grow. ”

The new “Urban Village” could facilitate investment, footfall and spending for shops and businesses in neighbouring streets in Newbury's southern quarter. The southern quarter includes the railway station and has an interesting mix of independent shops and amenities - it was described as the 'bohemian' part of town. It will be important for enterprising local people to respond creatively to the investment coming to this part of town.

CONTINUING COMMUNITY PARTICIPATION

“ It would be good to give different people the chance to input on different aspects - developing the detail leads to diversity. ”

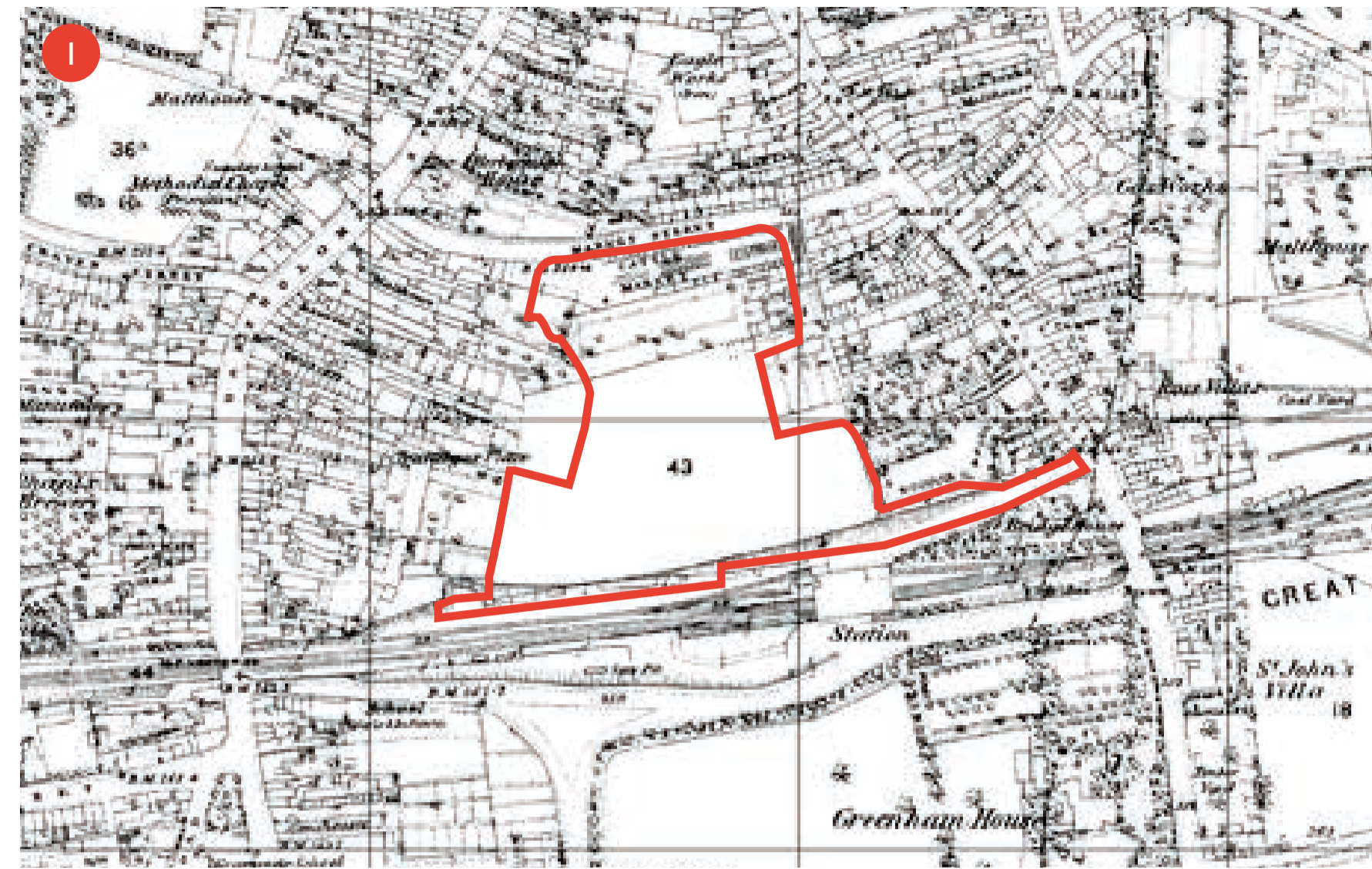
There is a desire for continuing community involvement in developing the proposals for the Market Street “Urban Village” and its relationship with neighbouring areas. The community want the opportunity to see and respond to the emerging plans. A Community Forum should be established to continue the dialogue and sub-groups, including for local business, community and faith, could develop ideas for how the regeneration of the Market Street site can act as a catalyst for improving the local economy and service provision in the area. The plans for Market Street should be communicated regularly to the wider community through a range of media.

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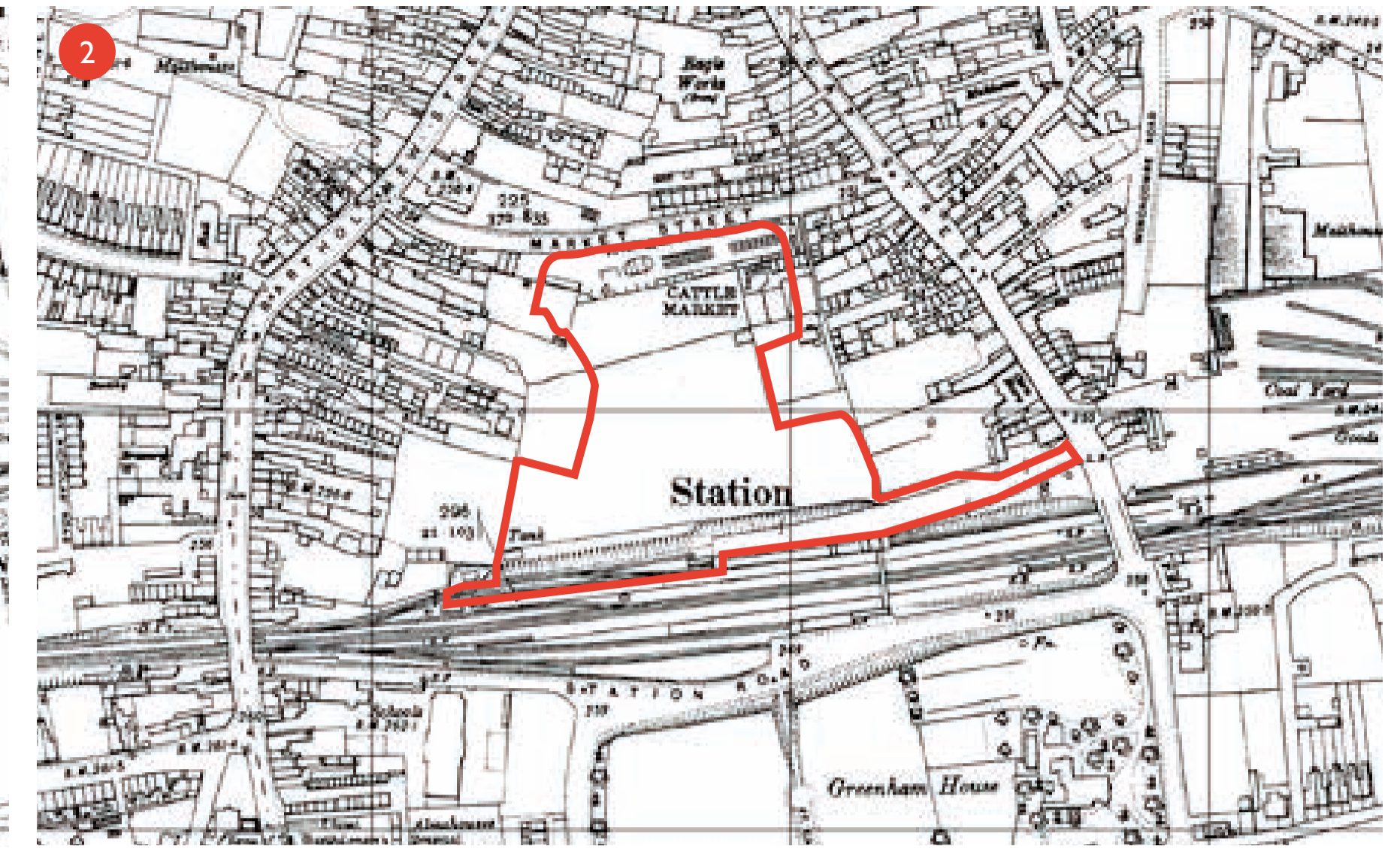
Site History

HISTORIC CHANGE IN THE SITE AND SURROUNDING AREA

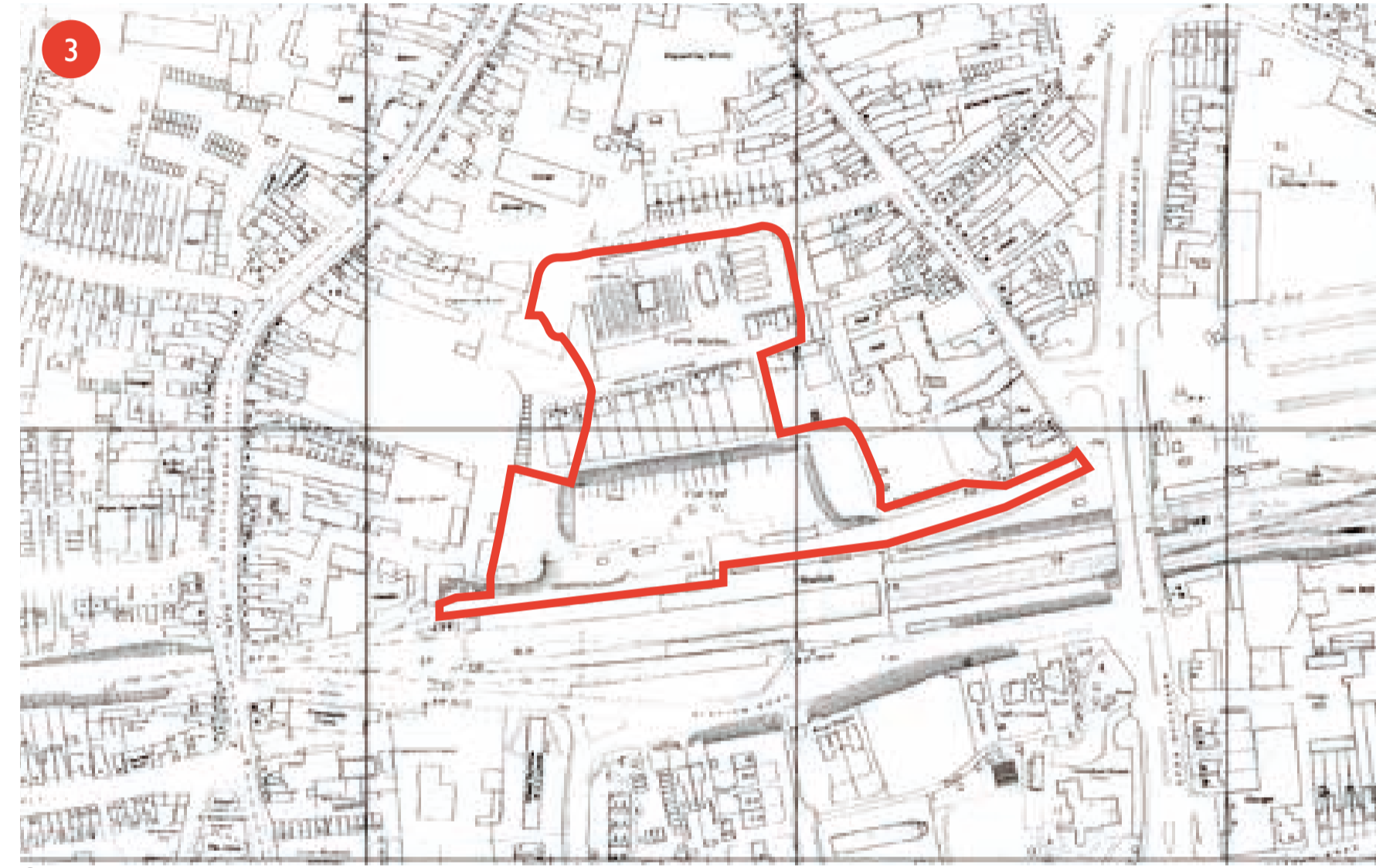
- Site boundary
- 1 1880/1881
- 2 1911
- 3 1967
- 4 1982



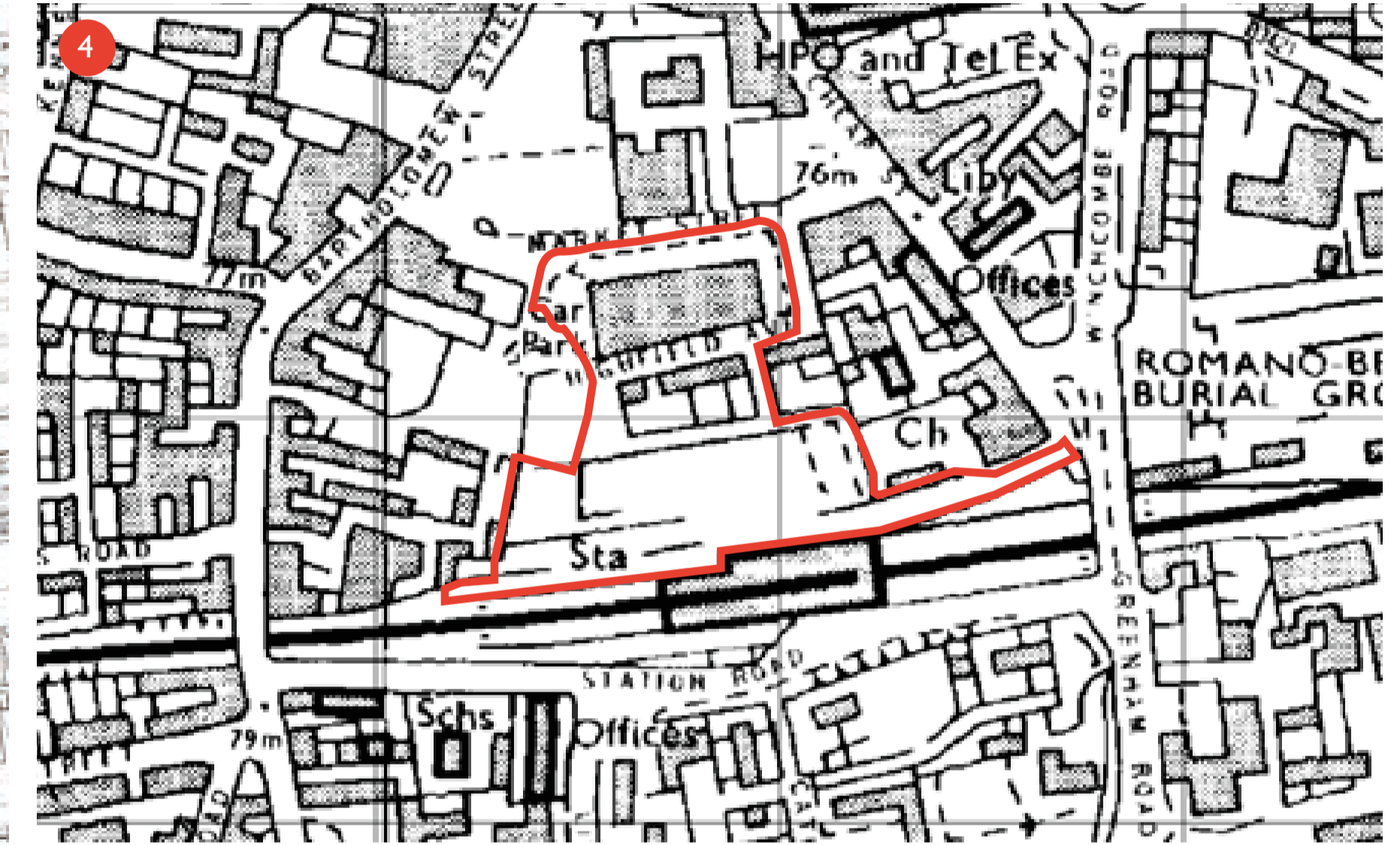
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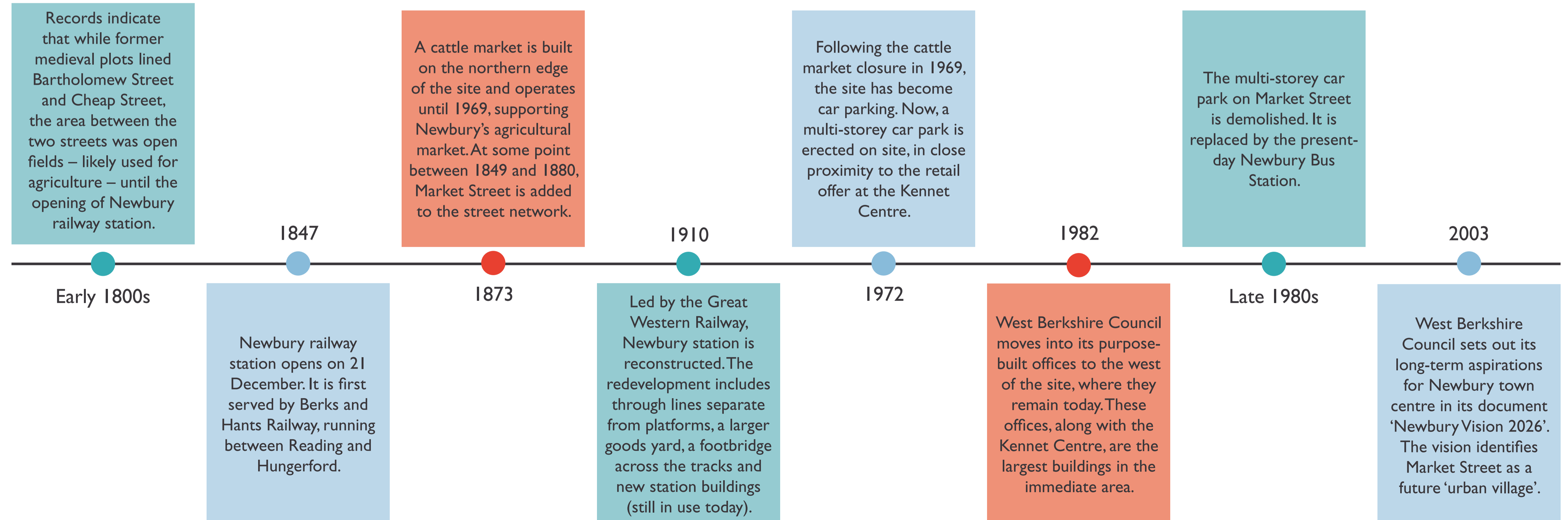


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TIMELINE OF SIGNIFICANT MILESTONES



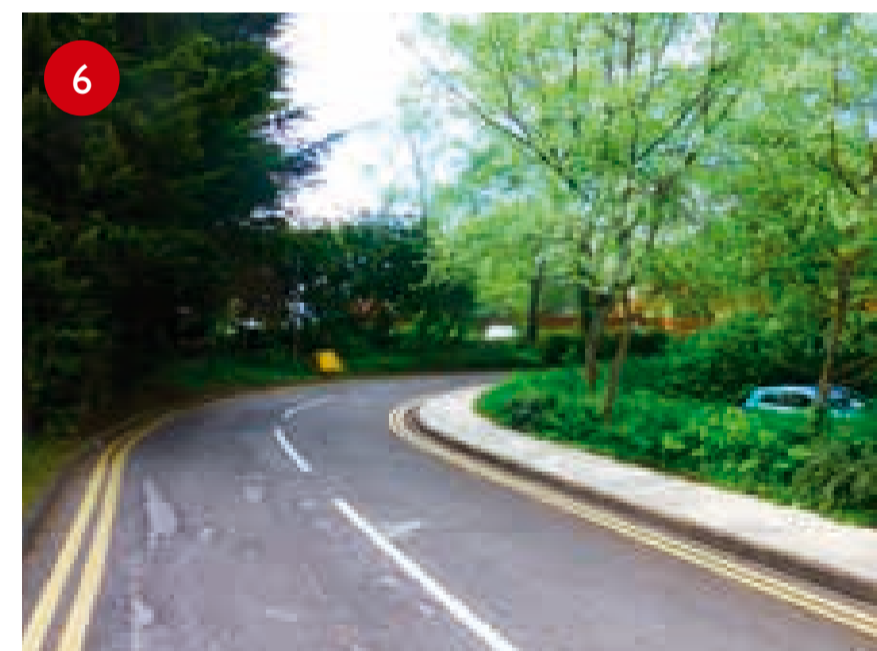
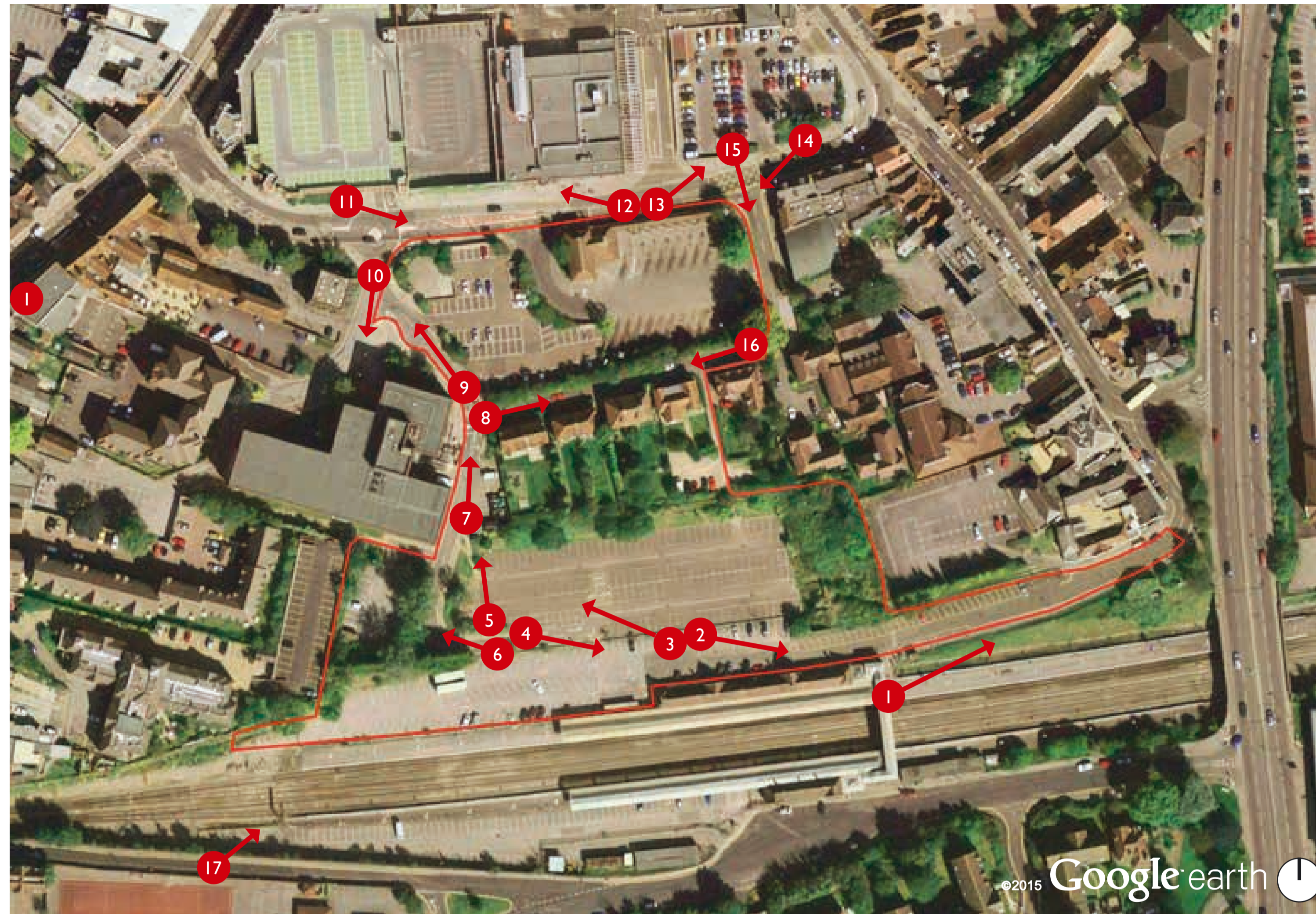
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The Site



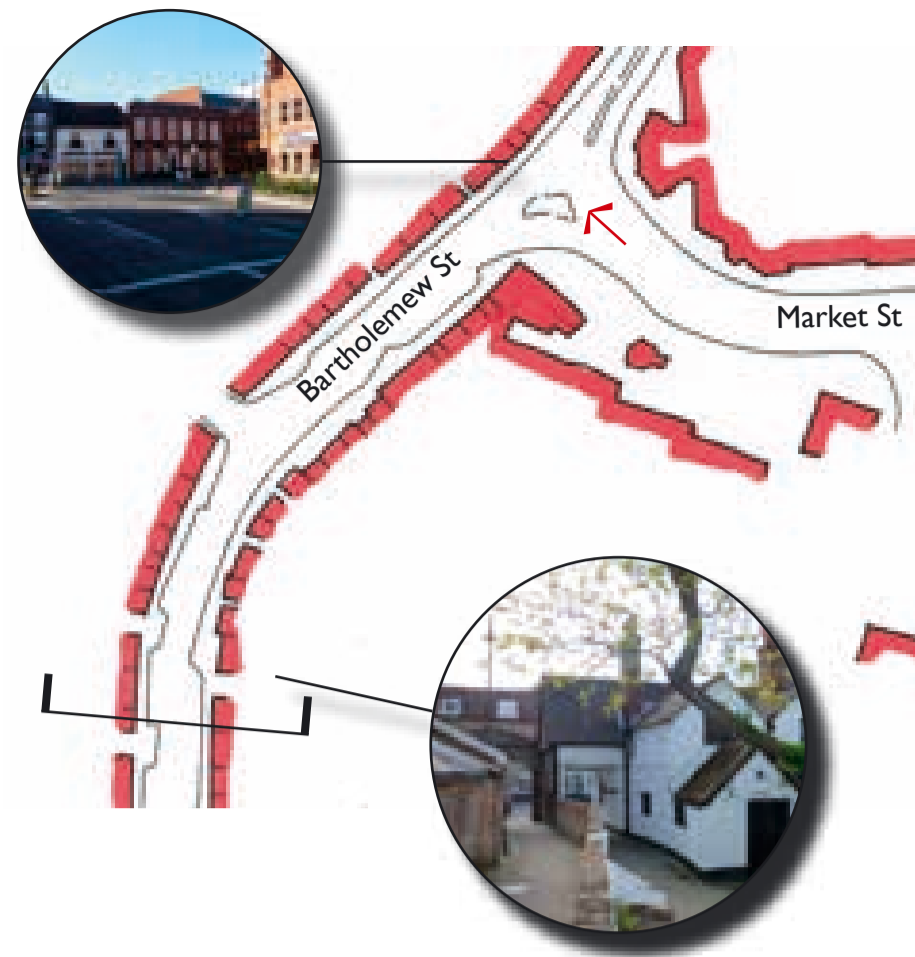
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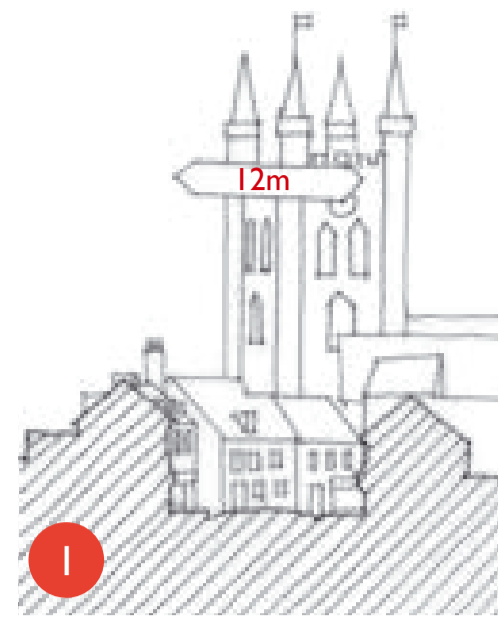
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MARKET STREET

Local Character



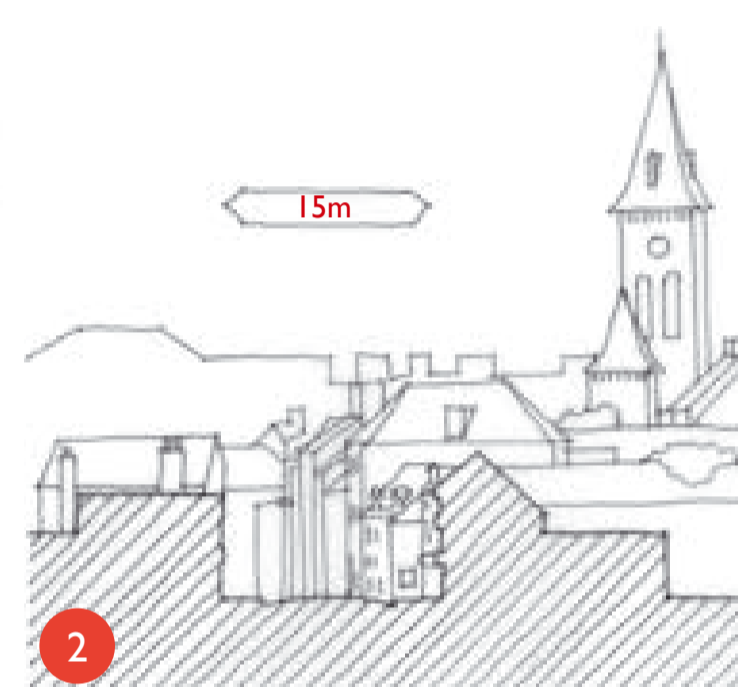
BARTHOLEMEW STREET
Example of a part-covered laneway



BARTHOLEMEW STREET
Width to height ratio = 2:1



BARTHOLEMEW STREET
View north



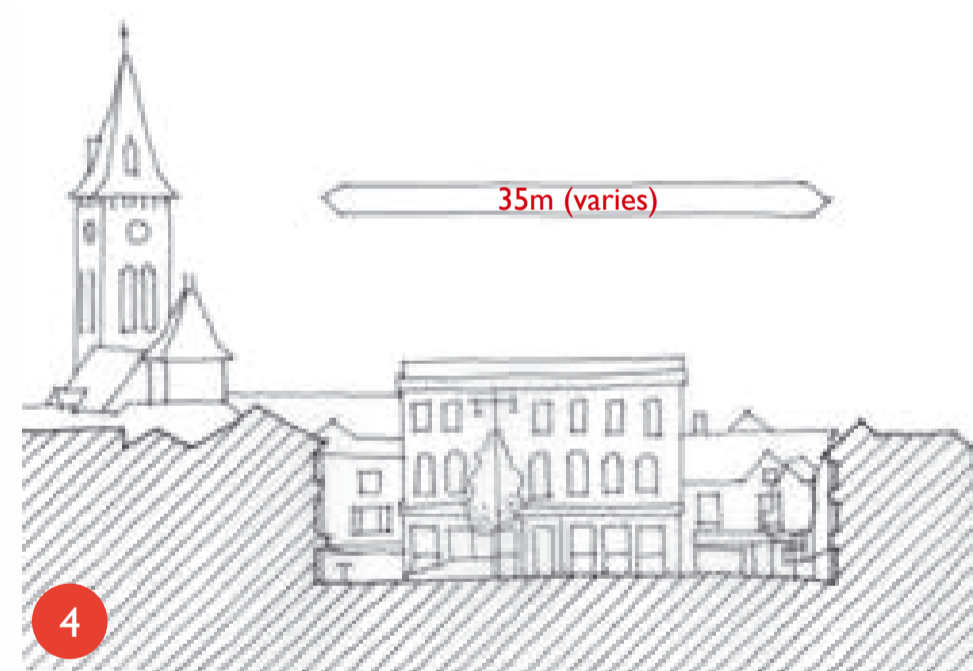
CHEAP STREET
Width to height ratio = 2:1



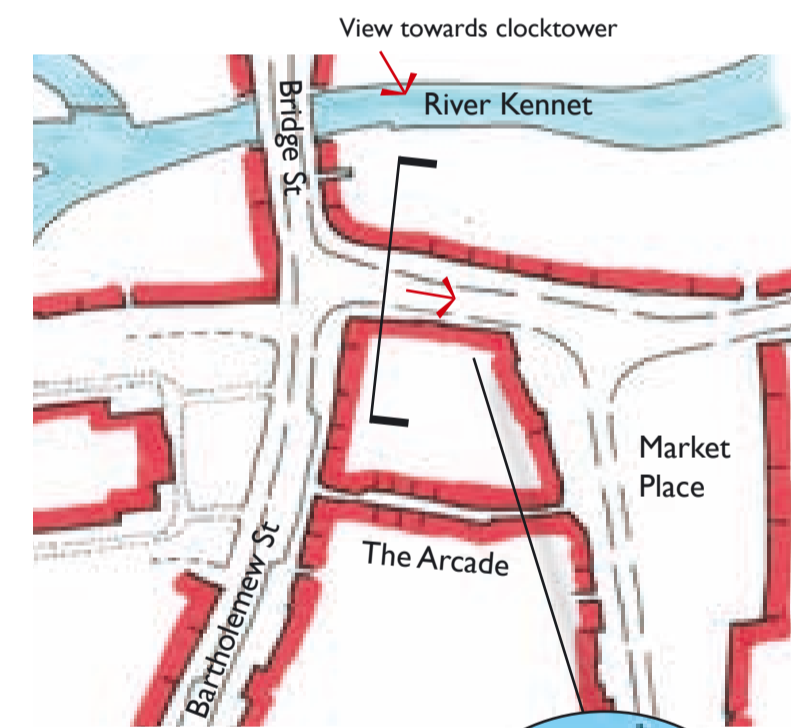
CHEAP STREET
View north



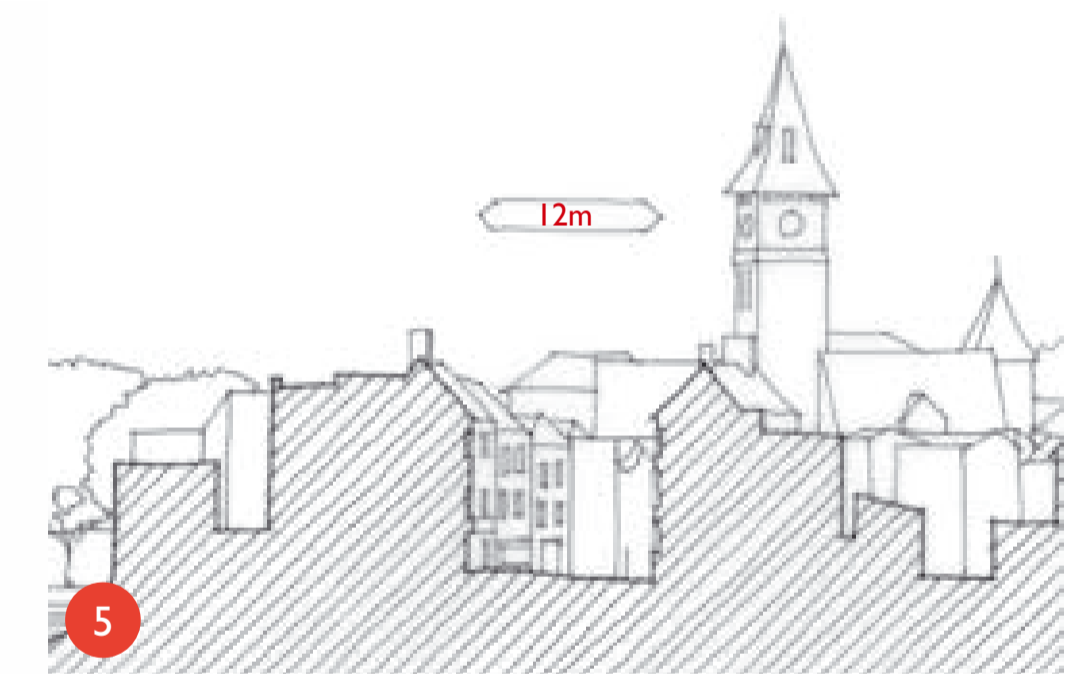
'THE ARCADE'
Width to height ratio = 1:2.5



MARKET SQUARE
Width to height ratio = 3:1-4:1



JUNCTION BARTHOLEMEW STREET/MARKET PLACE
Width to height ratio = 1.2:1



**BARTHOLEMEW ST/
MARKET PLACE**
View east

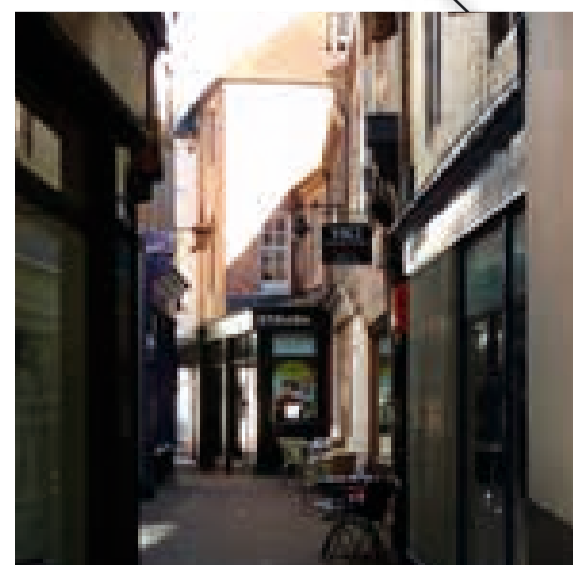
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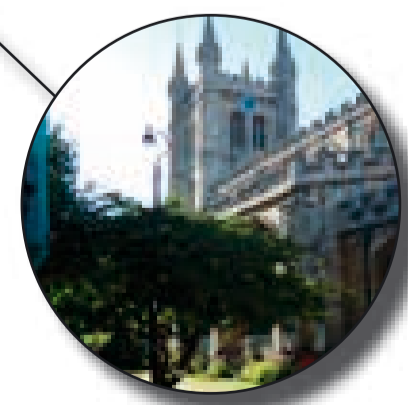
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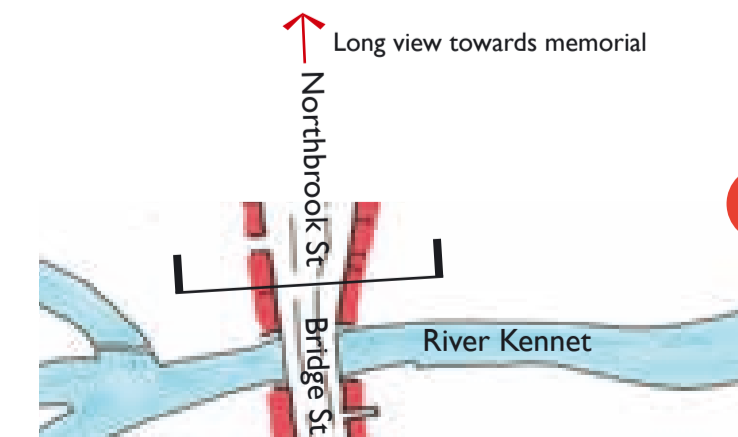
'THE ARCADE'
View west



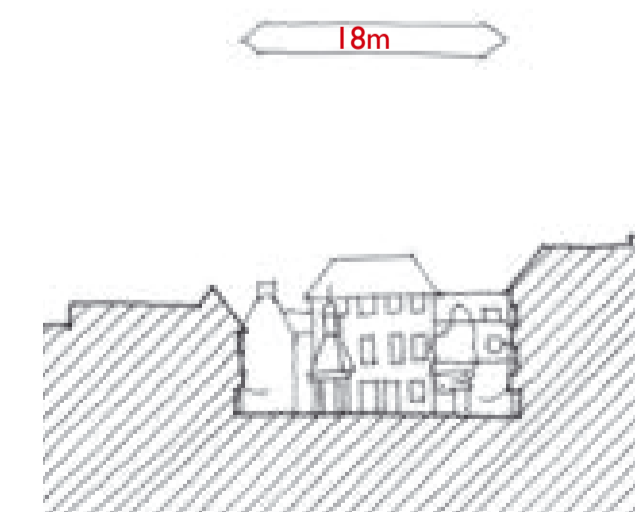
'THE ARCADE'
View east



MARKET SQUARE
View north



6



NORTHBROOK STREET
Width to height ratio = 2.5:1



NORTHBROOK STREET
View north

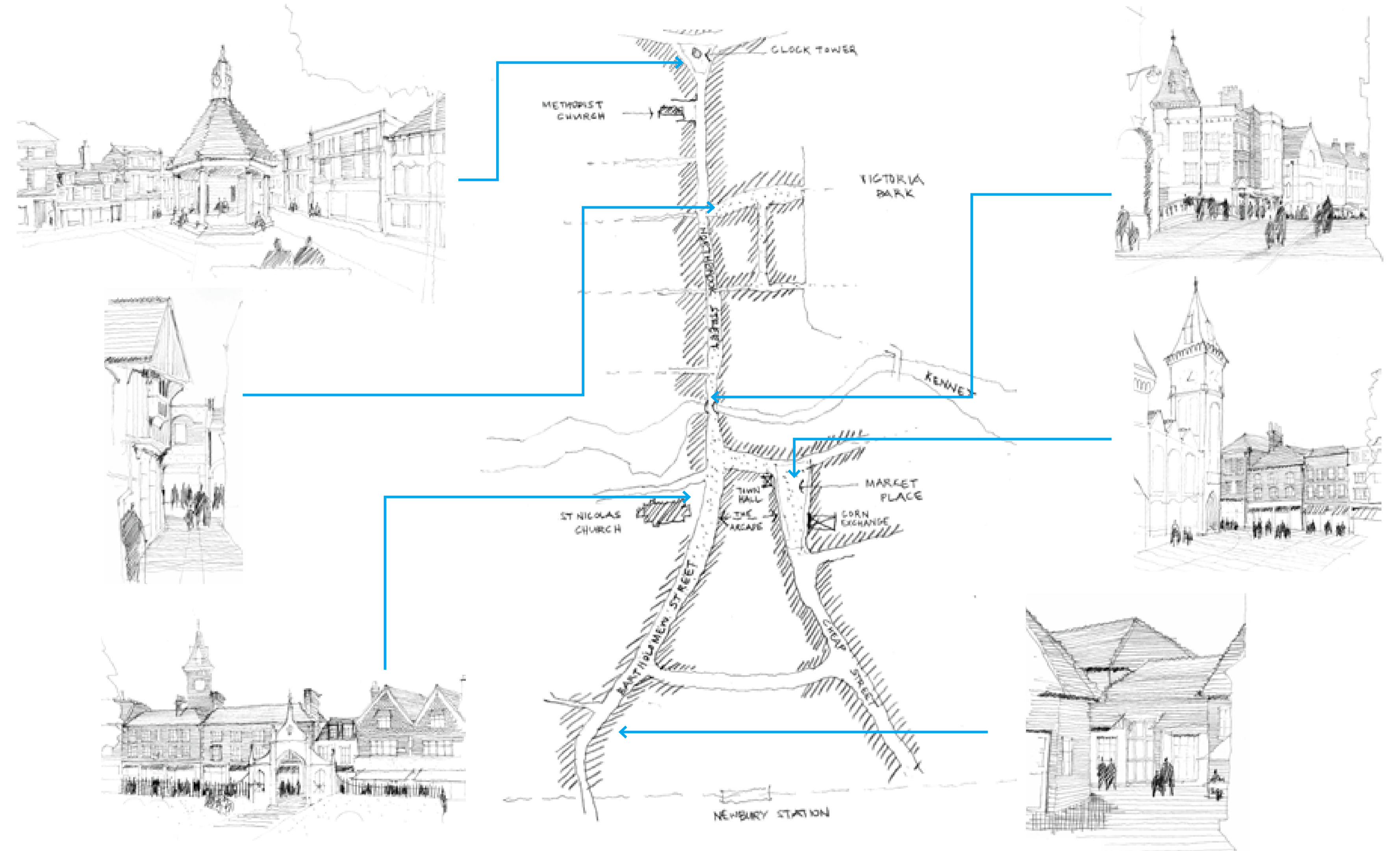
MARKET STREET NEWBURY

Public Space Analysis

LOCAL MATERIALS PRECEDENTS



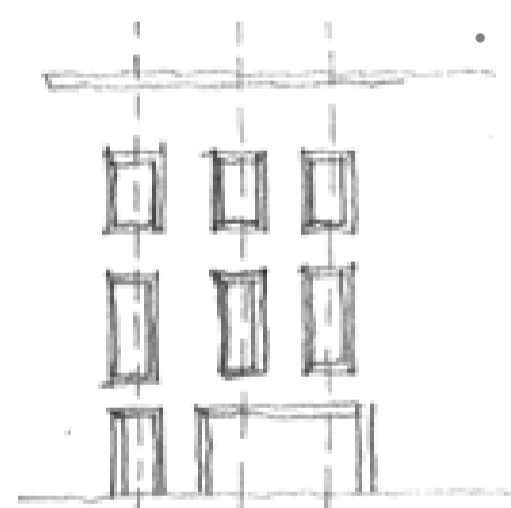
PUBLIC SPACES ANALYSIS



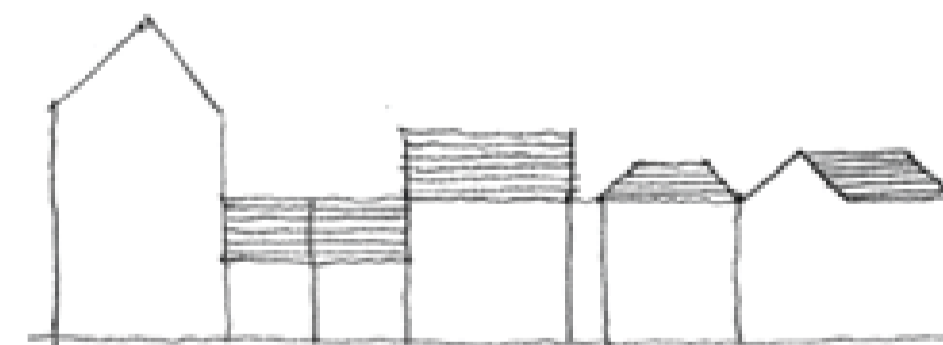
URBAN DESIGN PRINCIPLES



- buildings overlap and obscure each other, which adds intrigue

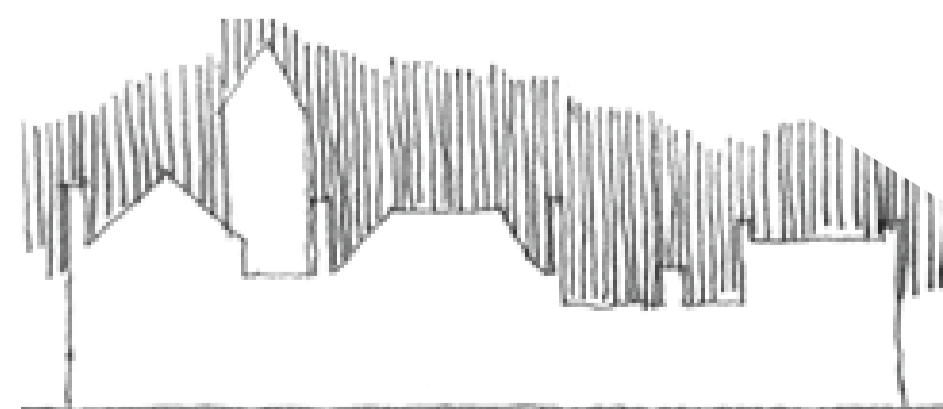


- window and door openings follow a regular grid



PAINTED BRICK

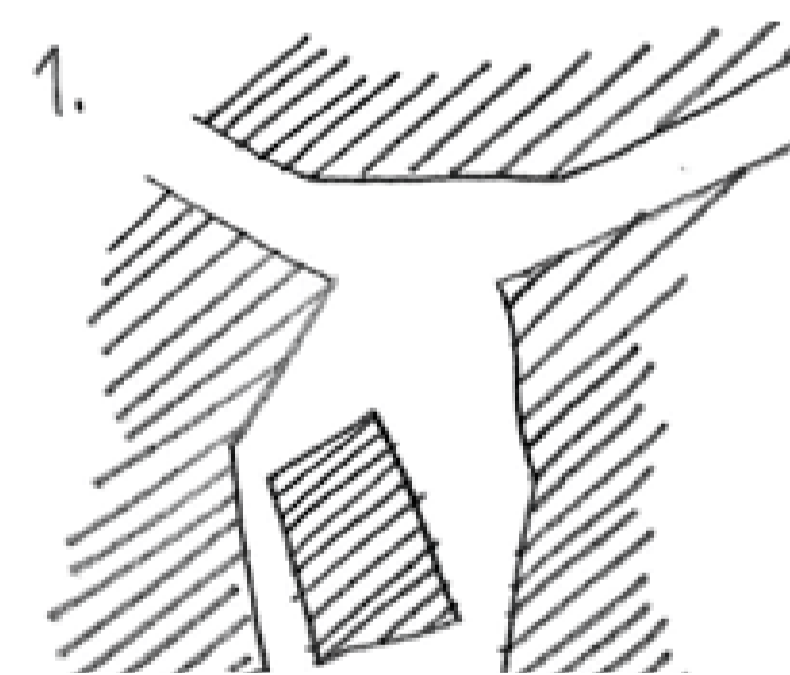
- some key facades are painted with painted text



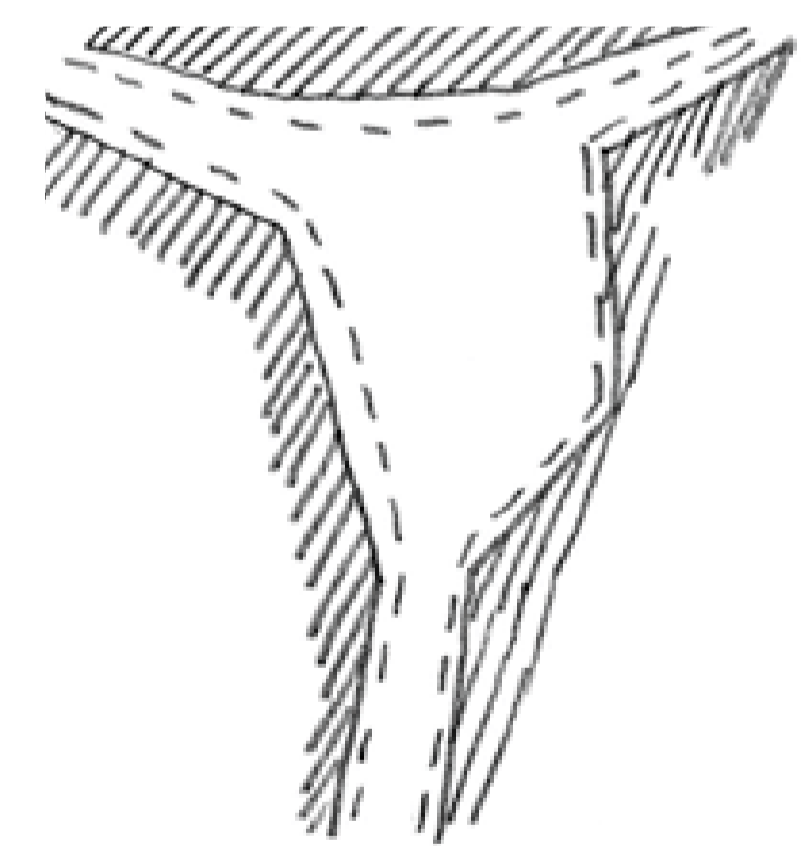
- the roofscape is varied in height & style

- chimneys add interest to the skyline

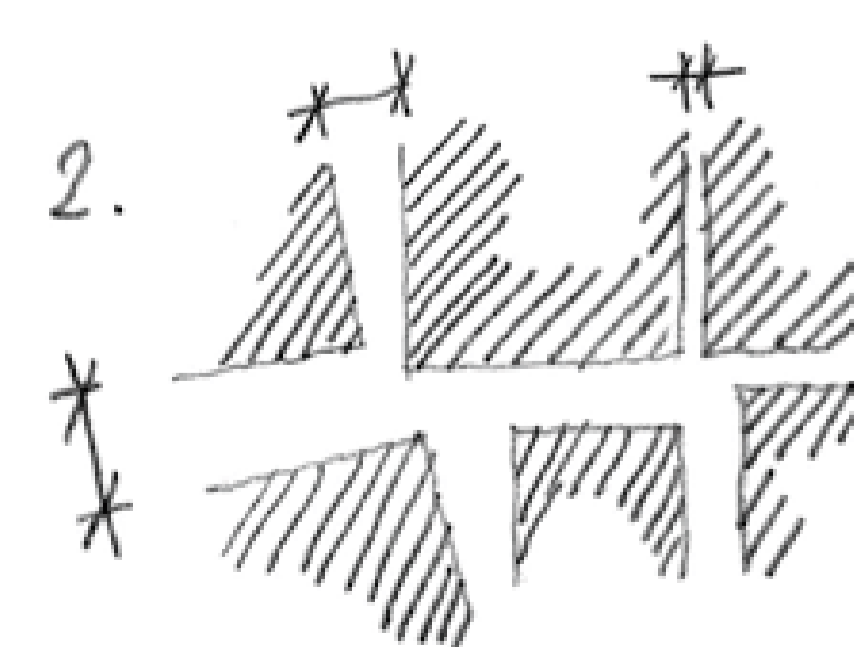
STREETS AND SPACES



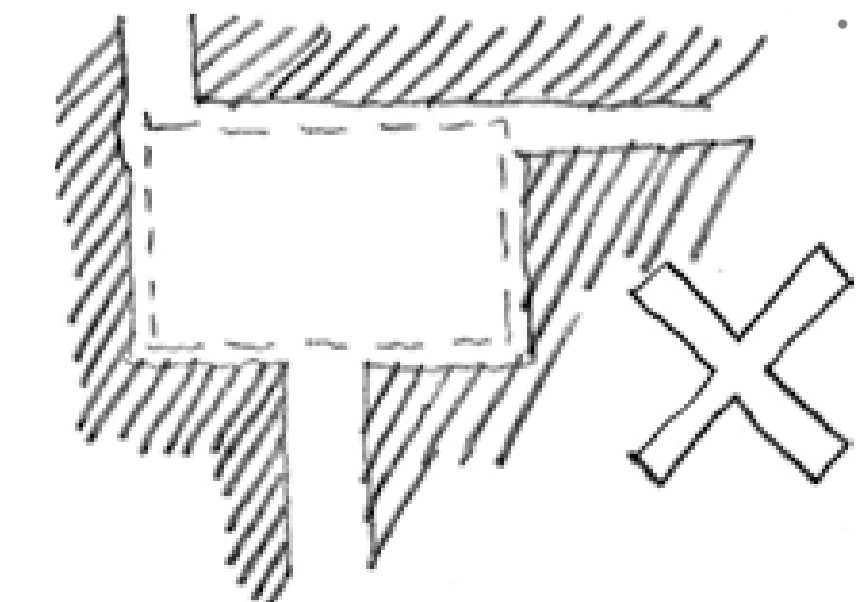
- Streets and spaces of Newbury are informal and irregular
- they are not formal or symmetrical



- Streets widen and converge to create the spaces of Newbury



- Streets of Newbury vary in width and taper
- they are not parallel and consistent



- The change from street to space is subtle

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MARKET STREET NEWBURY STREET

Constraints



Key

- Site Boundary
- Conservation area
- Existing trees on site
- Main vehicular routes
- Land not owned by the development partnership
- ▲ Noise
- ▶ Key views
- Sub-station
- Proposed station bridge

Approximately 97% of the site is owned by the development partners. We have approached the owners of the remaining land. As the design evolves we will continue to engage with these owners to establish if the demolition of this building will substantially enhance the context of the development. At this stage, and as identified in the WBC Newbury Vision 2026 we believe this will be the case, and if so we will be working with these parties to minimise the disruption.

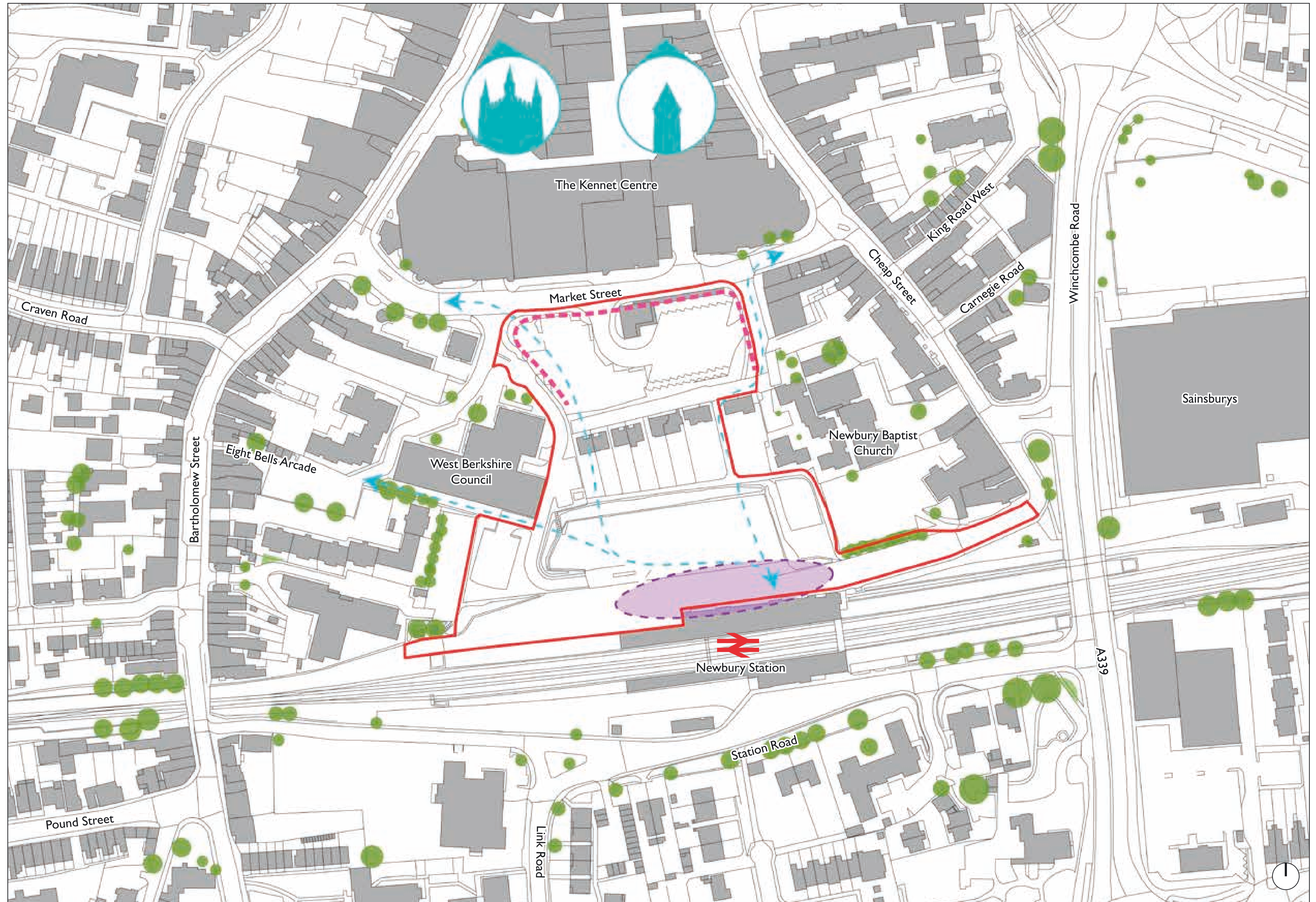
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Opportunities



Key

- Site Boundary
- Enhanced gateway to Newbury Station
- New / Enhanced pedestrian routes
- New / Enhanced street frontage
- ⬆ View to local landmark

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Design Principles



1. Station Square
New space is second largest within town centre. Enclosed by wider frontage buildings



2. Repairing Market Street
New buildings frontage gently curve revealing oblique elevations and creating a space for relocated bus stop and shelters. Narrow break between the buildings offers glimpses of Town Hall clocktower.



3. Mayors Lane Green
Retain existing Horse Chestnut and Plane trees and form focus for a new green on Mayors Lane. New large tree on Market Street continues street line from Inch's Yard



4. Station Walk
New pedestrian and cycle north-south street. Enclosure of 1.2:1 is narrower than Bartholomew Street and Cheap Street as it is less important.



5. The Green
New public realm formed from the widening of the street. Central green with south facing aspect.



6. Newbury Streets
New near continuous built frontage defines the north-south street and completes the urban blocks of Cheap Street and Bartholomew Street



7. Residential Streets
New east-west residential streets. Taller buildings mark the end of the terrace



8. Yard Buildings
'L' shaped Yard Buildings define car parking courts on western edge. The stepped frontage creates more open relationship to existing Council offices



9. Knitting In
Pedestrian and cycle connections knit 'urban village' into the town. Connections west to Eight Bells Yard, Inch's Yard and Bartholomew Street, and east to Mayors Lane, Cheap Street and Kennet Centre



10. The Friends Meeting House
Masterplan integrates with existing Friends Meeting House and garden with pedestrian access.

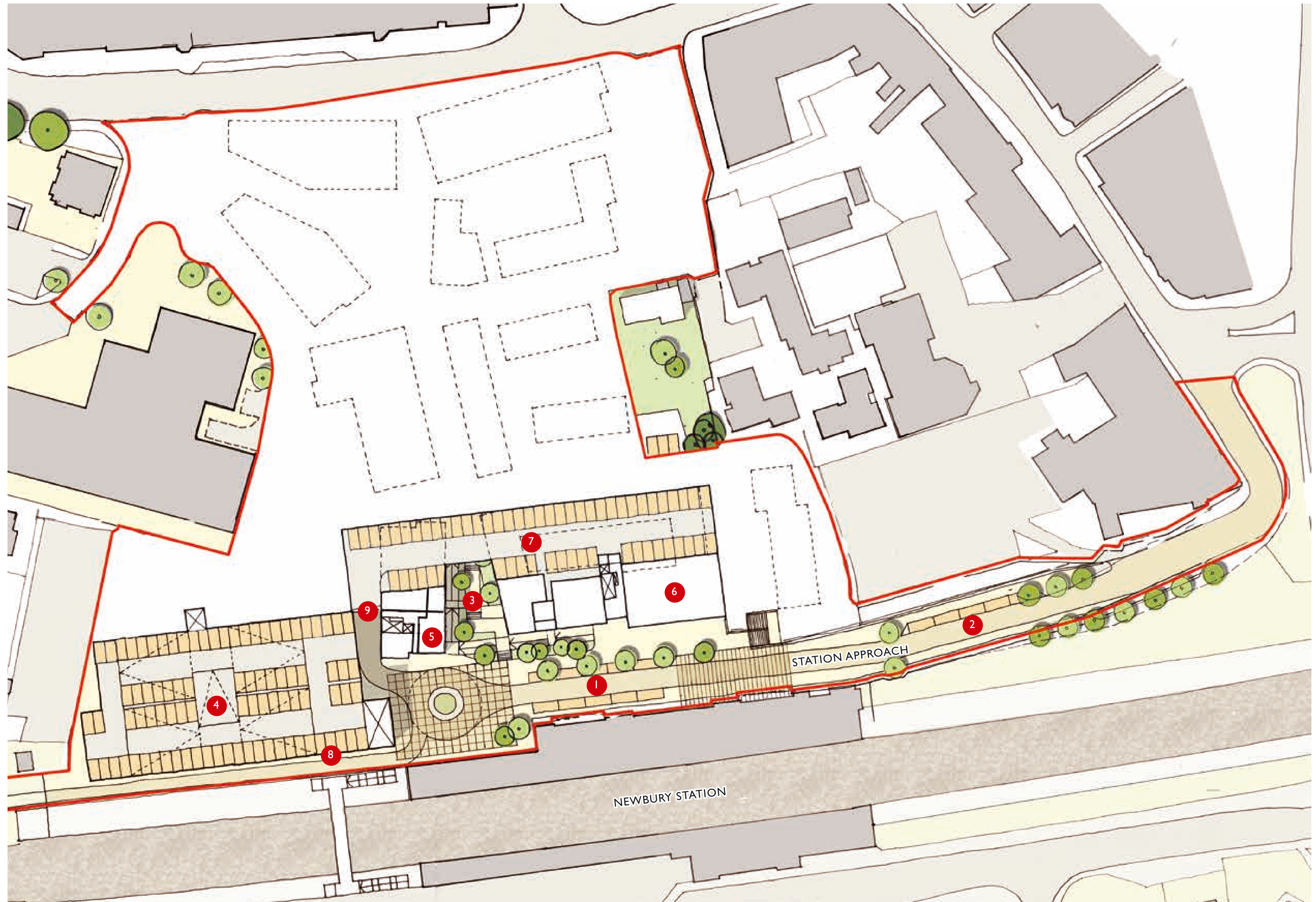
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Masterplan Option A



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1 PUBLIC REALM

- 1** Station Place
- Flexibly designed space in front of station
 - Improved pedestrian footways and cycle paths
 - Relocated taxi rank
 - Drop off area
 - Maintenance access to railway

2 Station Approach

- Improved public realm with wider pedestrian footways
- Street trees
- Drop off and waiting area

3 Station Walk

- New north-south pedestrian and cycle street
- Trees and landscape create 'park' street
- Ramp and steps linking Station Place

4 PROPOSED USES

- 4** Multi storey car park
- Multi storey car park with lift and disabled car parking spaces providing increased parking spaces for Railway Station and relocated car parking for West Berkshire Council

5 Cycle hub

- Cycle parking and hire, repairs and shop Convenience store and/or café Community hub
- Shared flexible space with café overlooking green

6 Convenience store and/or café

7 Undercroft parking for residents

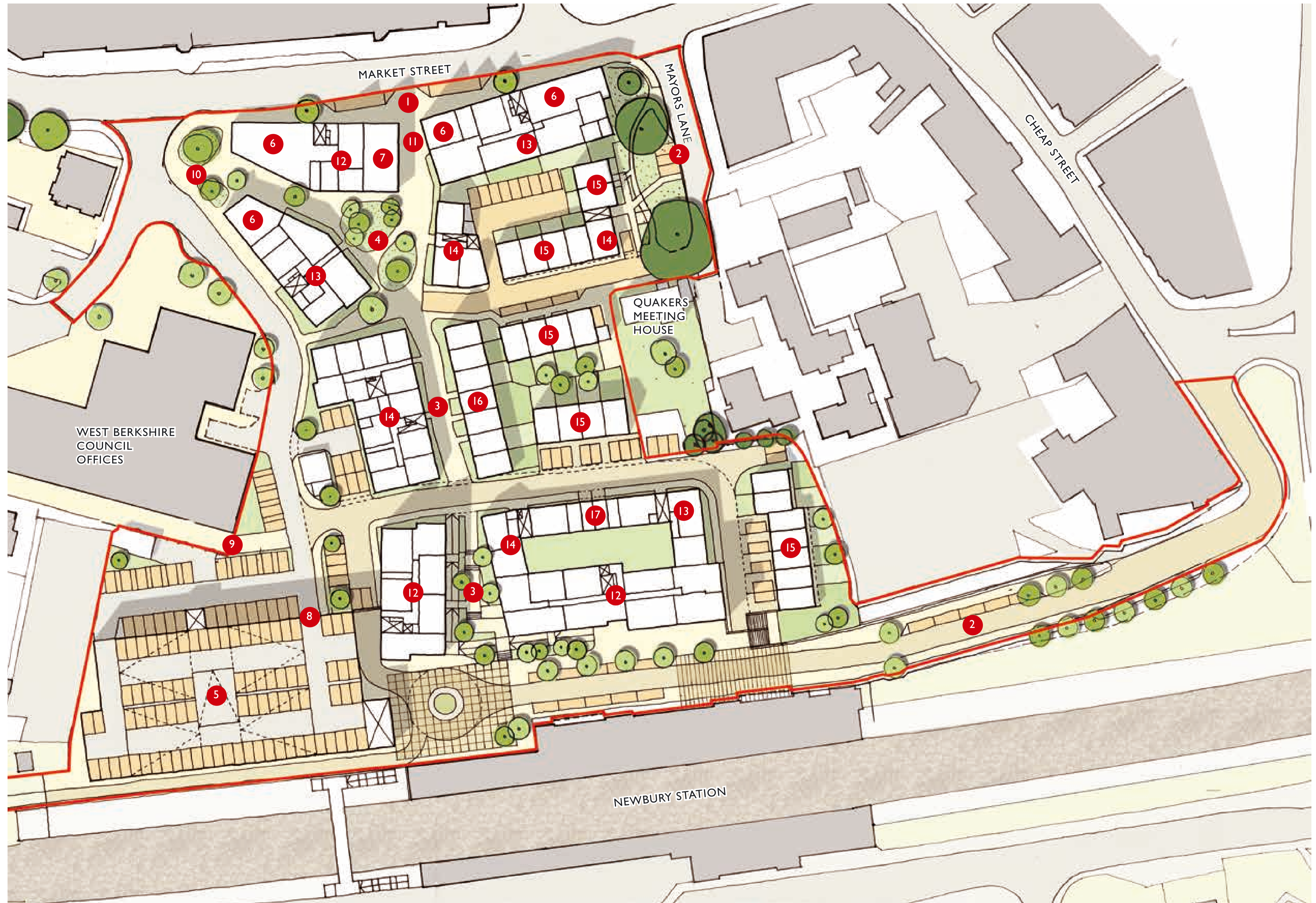
8 MOVEMENT & TRANSPORT

- 8** Emergency Vehicular access and egress Station Approach to multi storey car park

9 Access and egress to residents undercroft parking

MARKET STREET NEWBURY STREET

Masterplan Option A



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1 PUBLIC REALM

- Market Street
- Reinstatement of Market Street frontage with new buildings
 - Break between buildings frame glimpses of Town Hall
 - Relocated bus stops and bus shelters

2 Mayors Lane

- Existing Plane and Horse Chestnut trees retained as focus of a new green
- Vehicular and pedestrian links to Friends Meeting House and Thomas Merriman Court maintained

3 Station Walk

- New north-south pedestrian and cycle street
- Trees and landscape create 'park' street
- Ramp and steps linking Station Place

4 The Green

- New south facing space with lawn and trees

5 PROPOSED USES

- Multi storey car park
- Multi storey car park with lift and disabled car parking spaces providing increased parking spaces for Railway Station and relocated car parking for West Berkshire Council

6 Small commercial units

7 Community hub

- Shared flexible space with café overlooking green

8 MOVEMENT & TRANSPORT

- Vehicular access and egress from Market Street to multi storey car park

9 PEDESTRIAN CONNECTIVITY

- Footpath link to Eight Bells and Bartholomew Street
- Footpath link to Inch's Yard
- Footpath link to Cheap Street and Kennet Centre

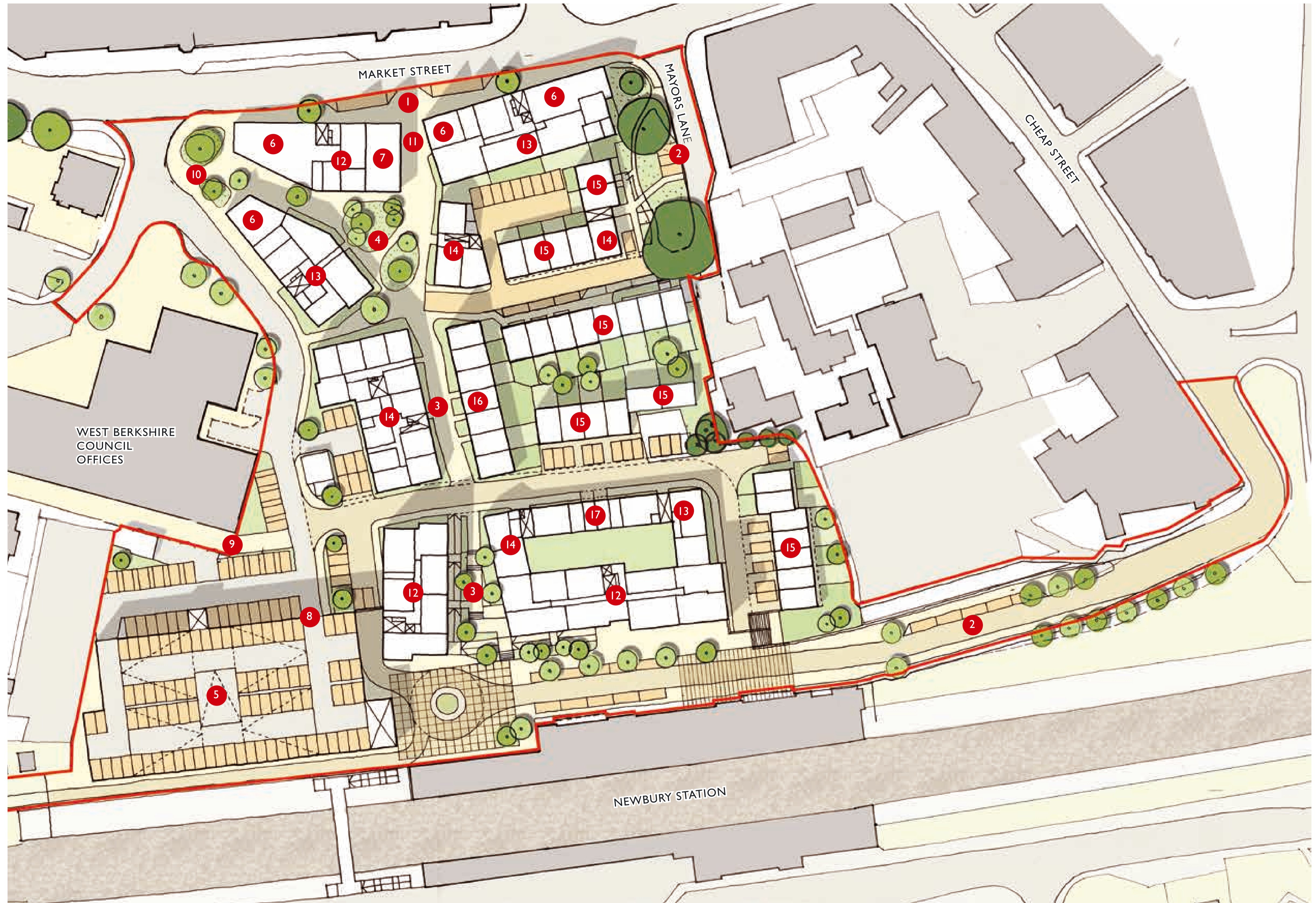
RESIDENTIAL HOMES

- 12 Apartments above ground floor mixed uses
- 13 Apartments
- 14 Duplex apartments with front door from the street and staircase to upper floor duplex
- 15 Two storey houses
- 16 Two and half storey houses
- 17 Three storey houses

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STREET

Masterplan Option B



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1 PUBLIC REALM

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 - Break between buildings frame glimpses of Town Hall
 - Relocated bus stops and bus shelters

2 Mayors Lane

- Existing Plane and Horse Chestnut trees retained as focus of a new green
- Vehicular and pedestrian links to Friends Meeting House and Thomas Merriman Court maintained

3 Station Walk

- New north-south pedestrian and cycle street
- Trees and landscape create 'park' street
- Ramp and steps linking Station Place

4 The Green

- New south facing space with lawn and trees

5 PROPOSED USES

- Multi storey car park
 - Multi storey car park with lift and disabled car parking spaces providing increased parking spaces for Railway Station and relocated car parking for West Berkshire Council

6 Small commercial units

7 Community hub

- Shared flexible space with café overlooking green

8 MOVEMENT & TRANSPORT

- Vehicular access and egress from Market Street to multi storey car park

9 PEDESTRIAN CONNECTIVITY

- Footpath link to Eight Bells and Bartholomew Street
- Footpath link to Inch's Yard
- Footpath link to Cheap Street and Kennet Centre

12 RESIDENTIAL HOMES

- Apartments above ground floor mixed uses

13 Apartments

- Duplex apartments with front door from the street and staircase to upper floor duplex

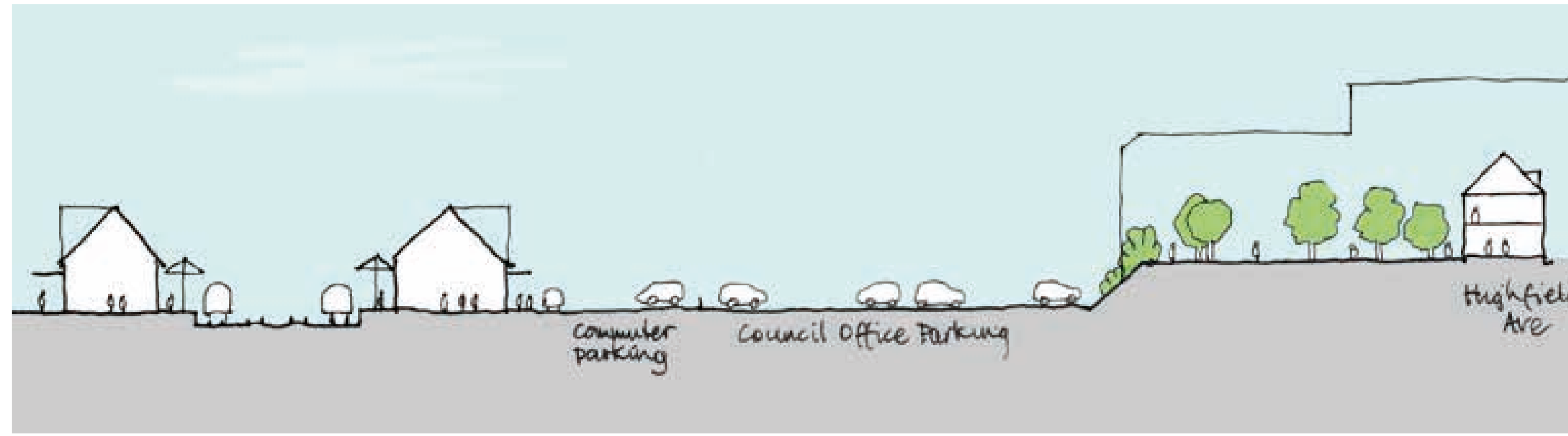
15 Two storey houses

16 Two and half storey houses

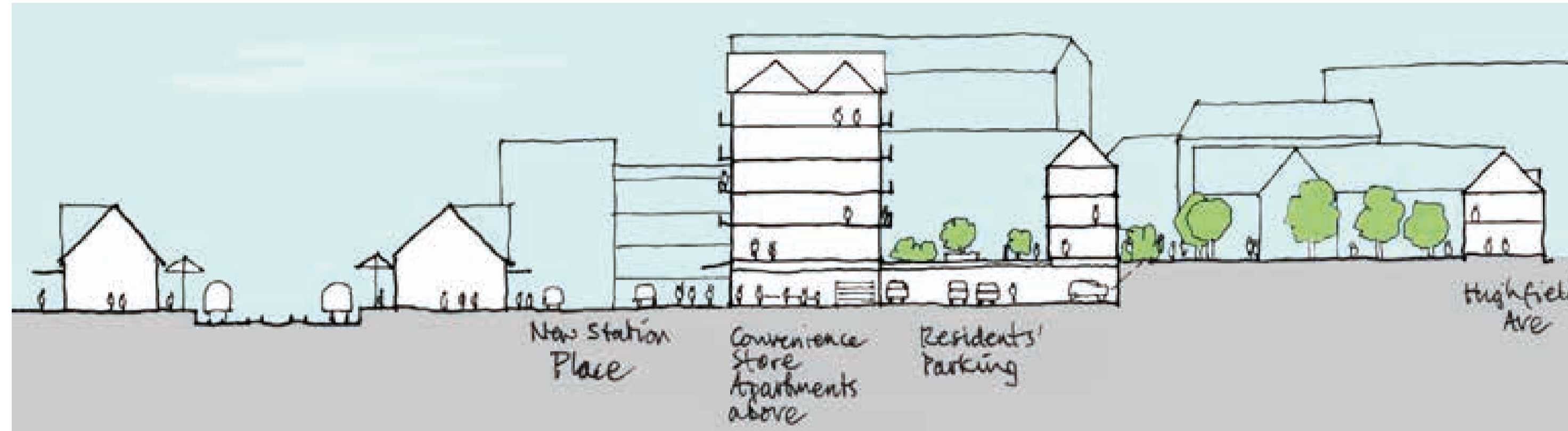
17 Three storey houses

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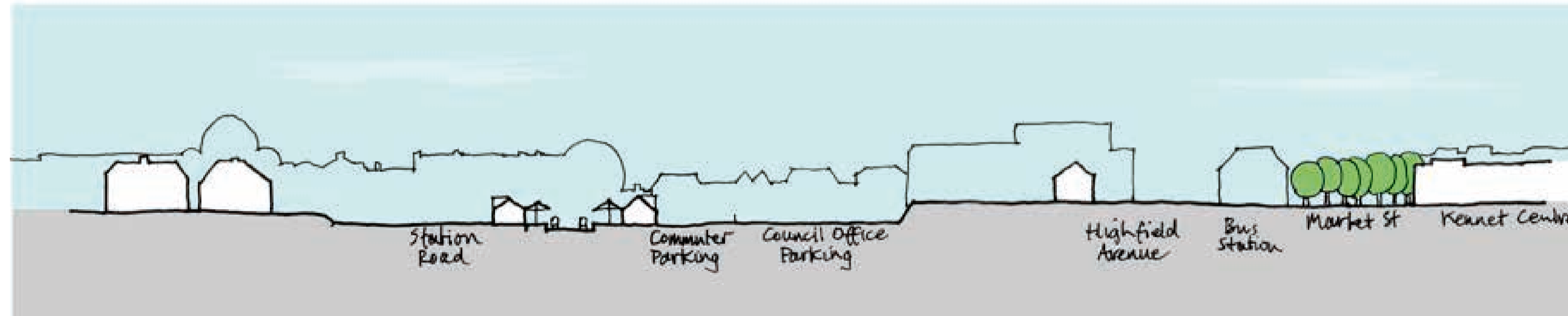
Sections



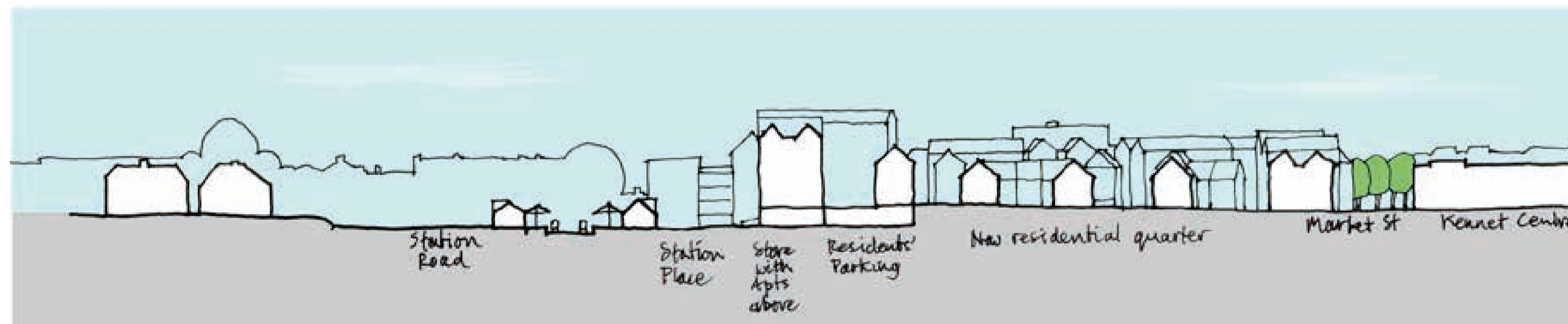
Section A - A - Existing



Section A - A - Proposed



Section B - B - Existing



Section B - B - Proposed

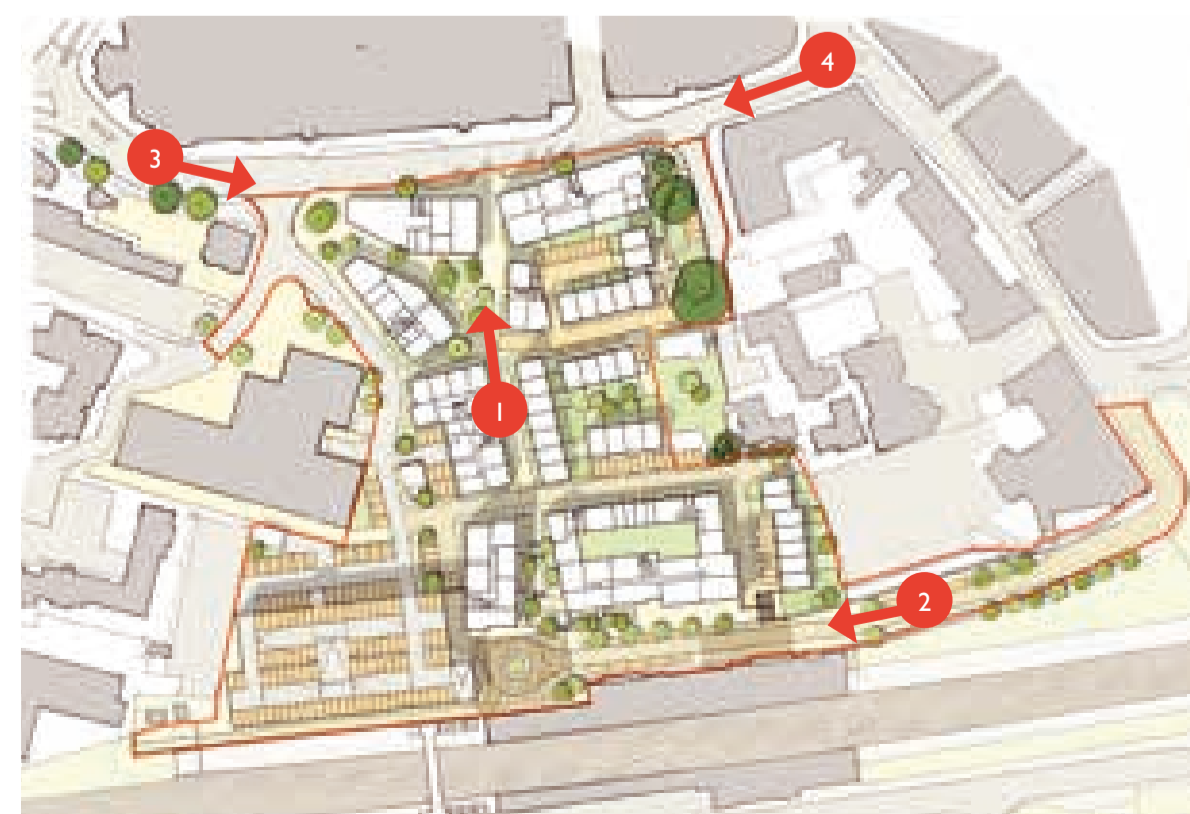
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Vignettes



- 1 A landscaped green space is proposed at the centre of the development
- 2 The proposals include the redesign of the station forecourt, creating a positive gateway to the town
- 3 View west along Market Street with the development on the left
- 4 View east along Market Street with the proposed development on the right

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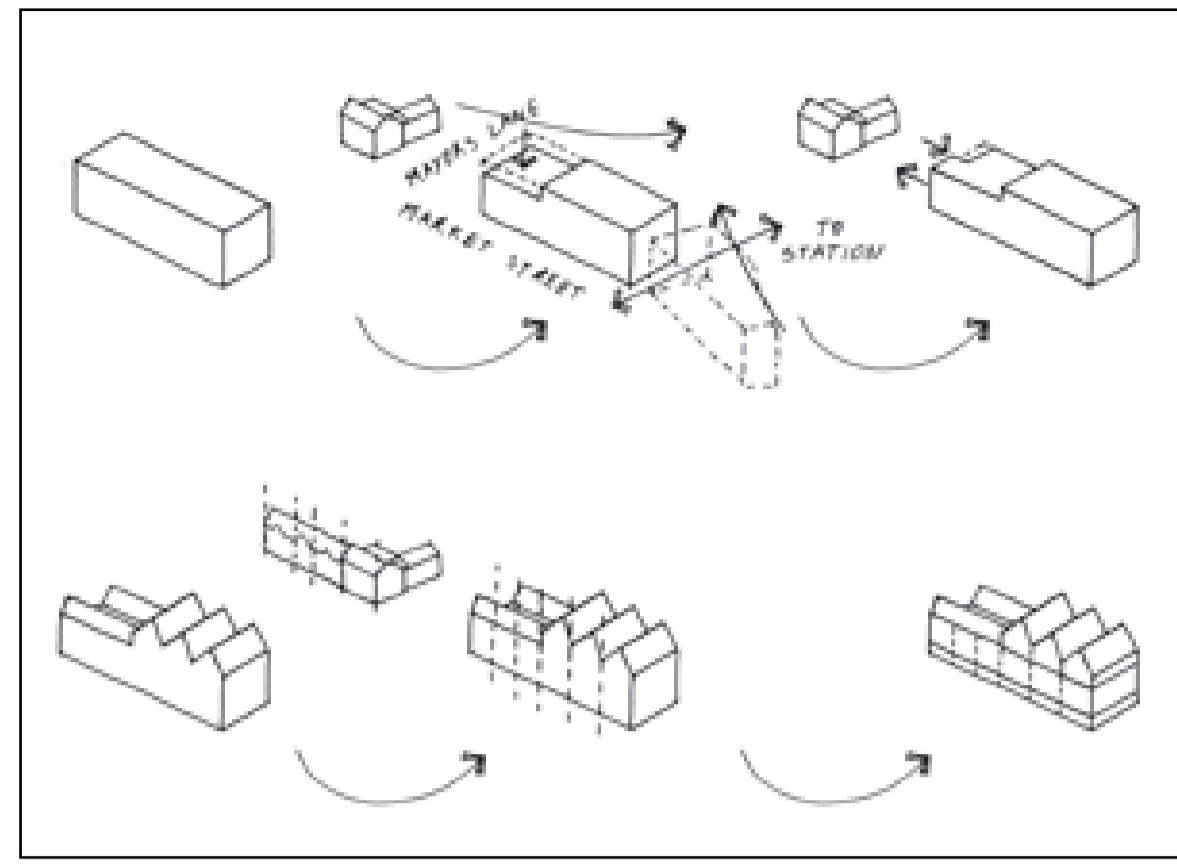
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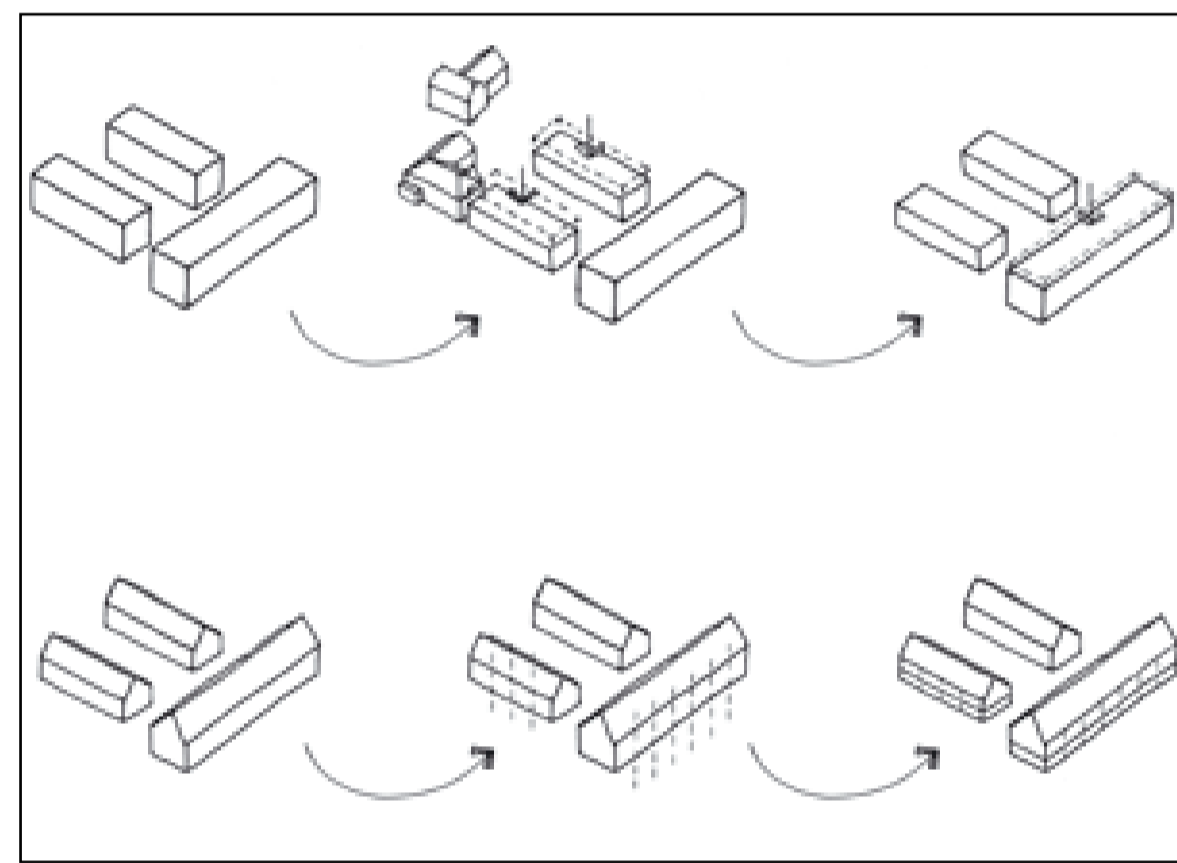
Elevational Design



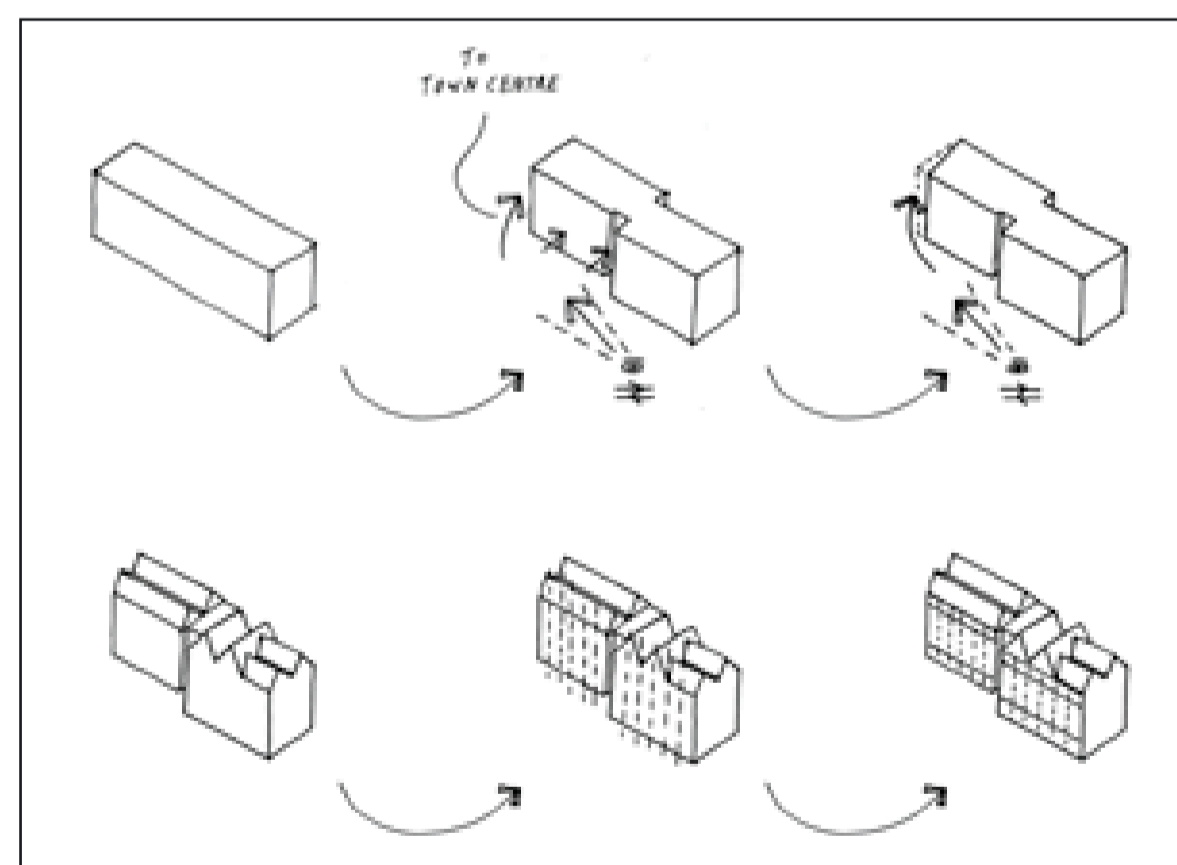
BLOCK B



BLOCK F



BLOCK H



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