

# Supplemental Items for Council

**Tuesday, 3rd March, 2015 at 6.30 pm**  
in Council Chamber Council Offices  
Market Street Newbury

## Part I

Page No.

19. **Sandleford Park: Supplementary Planning Document (C2948)**

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To: (a) consider the representations received in response to the consultation on the amended Draft Supplementary Planning Document (SPD) undertaken between 12 December 2014 and 30 January 2015; (b) consider whether any revisions need to be made to the Supplementary Planning Document in the light of these representations; and (c) consider the adoption of the Sandleford Park Supplementary Planning Document.

**Please note: A hard copy of Appendices A and B will be available at the meeting.**

Andy Day  
Head of Strategic Support

For further information about this/these item(s), or to inspect any background documents referred to in Part I reports, please contact Democratic Services Team on 01635 519045  
e-mail: [executivecycle@westberks.gov.uk](mailto:executivecycle@westberks.gov.uk)

Further information and Minutes are also available on the Council's website at  
[www.westberks.gov.uk](http://www.westberks.gov.uk)

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If you require this information in a different format or translation, please contact Moira Fraser on telephone (01635) 519045.



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## **APPENDIX A**

### **WEST BERKSHIRE DISTRICT COUNCIL**

### **AMENDED SUPPLEMENTARY PLANNING DOCUMENT (SPD) – SANDLEFORD PARK**

### **STATEMENT OF CONSULTATION – FEBRUARY 2015**

#### **Introduction**

Consultation and stakeholder engagement is a vital part of the production of any planning document and a Statement of Consultation has been prepared alongside the amendments to the Sandleford Park SPD in accordance with the 2012 Regulations. The Statement of Consultation sets out:

- Who has been consulted during the preparation of the SPD;
- A summary of the main issues raised; and
- How these issues have been addressed in the SPD.

#### **Background**

Land at Sandleford Park, on the southern edge of Newbury is identified in the West Berkshire Core Strategy which was adopted in July 2012 as a Strategic Site Allocation for up to 2000 dwellings with associated infrastructure. The site will help to meet West Berkshire's housing requirement to 2026 of 10,500 dwellings and will also provide education, community uses and public open space including Country Parkland.

The principle for developing the site was established through the Core Strategy, and a Supplementary Planning Document was then prepared and adopted in September 2013 in order to form a framework for the future development of the allocated site and to set out in more detail how Sandleford Park should be delivered to bring forward a comprehensive and well planned sustainable urban extension to Newbury.

The adopted SPD was subject to a formal 6 week period of consultation, from 22 March to 3 May 2013, in accordance with Regulations 12 and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Full details of the consultation held during the preparation of the adopted SPD are set out in the Statement of Consultation which is available at [www.westberks.gov.uk/sandleford](http://www.westberks.gov.uk/sandleford).

The SPD was then updated in December 2014 to reflect the need for a single planning application for the site. This will ensure that the site is comprehensively delivered, with timely and well planned provision of infrastructure. This requirement is set out as a new development principle for the site (principle S1) and reflected through other amendments throughout the SPD.

#### **Details of Consultation on Amended SPD**

The draft amended SPD for the Sandleford Park strategic site was published for consultation on Friday 12<sup>th</sup> December 2014, following approval at a meeting of Council on 11<sup>th</sup> December. The amendments were shown as tracked changes in the SPD that was published for consultation, for ease of reference. The consultation process ran for 7 weeks and closed on Friday 30<sup>th</sup> January 2015.

Details of the consultation were sent to all those who are registered on the consultation database. This includes individuals, developers, planning agents and other planning professionals, public bodies, government organisations, our Parish and Town Councils, and our neighbouring authorities.

A total of 32 comments were received from 26 contributing consultees. Of these, 2 comments were not directly related to the Sandleford Park site, but referred to development more generally. These comments have been included in the statement below for completeness. The remaining comments have been considered, and amendments made to the draft SPD as appropriate. The table below sets out the comments received in full together with the Council's response.

**STATEMENT OF CONSULTATION**

**Amended Supplementary Planning Document: Sandleford Park Strategic Site**

**Public Consultation from 12<sup>th</sup> December 2014 to 30<sup>th</sup> January 2015**

**Total of 32 comments from 26 contributing consultees**

**Table 1: Schedule of consultation responses to the Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014**

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Full Name	Company / Organisation	Section	Consultation Response	Council Response
Mr Christopher Moore		Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	<p><b>Highways:</b> The site should not be accessed off Warren Road, which is a quiet residential area. The junction with Andover Road could create traffic queues at busy times, and could raise safety issues with proximity to Park House school. Traffic from the west of the site wanting to travel east, south or north would either have to pass through the development (if the layout permits and if public open space permits) or pass along Andover Road and Monks Lane. I can foresee both the Andover Road/Monks Lane and Monks Lane/Newtown Road/A339 junctions becoming very congested. Some traffic from the development wanting to travel north to the M4 will still pass through the town rather than use the bypass, particularly if dropping off children etc. Traffic going to Thatcham or beyond will use the A339 or Bury's Bank Road, which is not suitable for heavy traffic. If the destination is Basingstoke there will be more pressure on the A339, already one of the worst A roads in the region.</p> <p><b>Education:</b> The provision of a new primary school is paramount, and before houses are occupied. Similarly secondary education needs extending, and not just Park House. Some parents may choose, for example, St Bartholomews or Kennet (putting more pressure on roads). Also the nursery or pre-school should be open before houses are occupied.</p> <p><b>Affordable Housing:</b> 40% provision is good, providing it is enforced and the debacle at Parkway is not repeated. The houses/flats should be built in the same timescale as the private housing, a provider should be appointed before construction commences.</p> <p><b>Environment:</b> The development should prioritise retention of valuable natural features and wildlife - there is only one chance. In addition the developer must contribute towards construction and future maintenance of footpaths, dog-walking areas, wildlife habitats, streams etc. The area is currently a valuable natural environment, and residential development must not be allowed to override this.</p> <p><b>House types:</b> The design should include a mixture of styles, but with the emphasis on 1/2/3 bedroom houses and flats. The affordable housing should be designed in conjunction with the appointed provider to ensure there is the right mix for the location. I am willing to accept 3 storey houses and 4 storey flats, but not high rise development.</p> <p><b>Developer contributions:</b> The developer should pay for, or at least contribute a high proportion, of any on-site facilities required for the development, eg schools,</p>	<p>The consideration of alternative access points was largely in response to the earlier consultation when there was significant opposition to having only two main accesses onto Monks Lane. The Council wishes to explore the potential for an all vehicle access through Warren Road and access onto the A339 to assess the comparative effects of traffic flows from the site onto the surrounding highway network. The bus link would remain as part of any such option.</p> <p>Additional access points would also maximise the opportunities for permeability through the site. Any access will be designed with paramount regard to safety.</p> <p>Any planning application would be accompanied by a full Transport Assessment and Travel Plan (see Appendix 2 of SPD) which would assess the impact of the development on the local highway network as well as measures for encouraging the use of non-car modes of transport.</p> <p>Phasing of the development is a matter for the planning application. The timing of delivering facilities generally relates to the numbers of houses on the site (as in the implementation plan for the Racecourse site). However, if there's a particular requirement for facilities (such as primary provision) then this will need to be agreed as part of the pre-application process. Paragraph 96 of the SPD does state that due to insufficient capacity on the local area, the impact of primary provision will have to be met from the occupation of the first dwelling.</p> <p>The affordable housing will be delivered in accordance with the policy within the Core Strategy. The delivery the affordable units will be a matter to be agreed through the planning application / pre-application process.</p> <p>The SPD sets out development principles under Section F to ensure the landscape, heritage, ecology and wildlife are properly managed. The development principles set out a number of requirements to be assessed through the planning application process.</p> <p>The SPD outlines that the development will provide a range of house types and sizes, with predominantly family homes. The provision should respond to evidence on housing need and demand.</p> <p>Infrastructure requirements arising as a result of the development are set out within the SPD. The Council's adopted Planning Obligations SPD sets out the approach for securing contributions and</p>

Full Name	Company / Organisation	Section	Consultation Response	Council Response
			surgeries, play areas, footpaths, wildlife habitats, in addition to his direct responsibility of roads, drainage etc. In addition he should pay for any off-site costs arising from the additional population, eg schools, highways, doctors, emergence services, environmental enhancement, social services. He must not be allowed to sign up to contributions, only to later plead poverty. All extra or improved provision as a result of the development must be paid for "up-front" and not related to occupation of a certain number of houses.	requiring obligations from development.
Miss Ann K Sutton	The Hollies Care Home	Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	<p>Having had close links with Burghfield Common since 1966, I feel I am in a position to express my opinion on the suggestion of further expansion to the village.</p> <p>I feel that further housing on any large scale would be a disadvantage to Burghfield Common as well as to Mortimer, Burghfield village, Sulhamstead and surrounding villages.</p> <p>It could mean that the whole of Reading, to Thatcham, with the small villages in between become continuous housing, putting an extra strain on roads (already in poor repair), outdated sewage systems (a real weakness in village areas) schools and medical facilities (both already stretched to and in some cases beyond capacity).</p> <p>If the local authority is finding it difficult to serve our area in these essential services with current levels of population it is foolish to contemplate greater strains on our infra-structure.</p> <p>If authorities allow this extent of expansion the amount of green areas essential for balancing the proportion of CO2 in the atmosphere would be unacceptably compromised.</p> <p>Please ensure that we preserve the ecology of the area and keep sufficient areas of natural environment, for recreational, leisure and sporting activities.</p>	Comments noted, however this response is not related to the Sandleford Park SPD; Proposed Amendments December 2014.
Emma Pattison	Fisher German LLP	Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	Thank you for your letter to GPSS, Government Pipelines and Storage Systems dated 12 <sup>th</sup> December 2014 regarding the above. Please find attached a plan of our clients apparatus. We would ask that you contact us if any works are in the vicinity of the GPSS pipeline or alternatively go to <a href="http://www.linerearchbeforeudig.co.uk">www.linerearchbeforeudig.co.uk</a> our free online enquiry service.	Comments noted. The Pipeline is not present at this site.
Mr. Simon Musgrave		Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	<p>After reading through all the relevant documents, clearly there are some major flaws which need to be addressed before the site is deemed realistically viable.</p> <p>The fact the developers have tried to place multiple planning applications questions their suitability and obvious differing agendas. Certainly the good of Newbury comes very low on the list whilst capital gain by pushing through an unrealistic plan remains high.</p> <p>Within the SPD the traffic distribution analysis into Hampshire is far too simplistic and the traffic density numbers are unrealistic and extremely conservative. Likewise, there are no solutions to the bottle neck at the Monks Lane &amp; A339 roundabout.</p> <p>If the traffic document reflects the sub standard level of analysis into the required infrastructure to support the Sandleford development; then the whole issues of schooling, healthcare, utilities and traffic needs to be reconsidered as I (&amp; many</p>	<p>The principle of development on the site has been established through the Core Strategy process and the site has been accepted as the location to provide a long term urban extension which will deliver up to 2000 homes over at least a 20 year period. The principle of development on the site is not being reassessed.</p> <p>Through the proposed amendments the Council are seeking to ensure that a single planning application is submitted to allow the site to be developed in a comprehensive manner with the coordinated and timely delivery of infrastructure.</p> <p>The allocation of the site has been informed by four phases of Transport Assessment work, which has fed into the development of an Infrastructure Delivery Plan. There has been additional Transport Assessment work carried out since the site was allocated and more is being undertaken by the Council to provide the necessary detail to assess any planning application.</p> <p>Any planning application would be accompanied by a full Transport Assessment and Travel Plan (see Appendix 2 of SPD) which would assess the impact of the development on the local highway network</p>

Full Name	Company / Organisation	Section	Consultation Response	Council Response
			others) have no confidence in the current plan. It's up to West Berks to take ownership of this & now be more proactive in reassessing the suitability of the site. Clearly there is a critical requirement for more realistic data to be utilised for comprehensive analysis. The proposed amendments do not go far enough and will be a false economy in the long run – the liability burden will be left with West Berks, not the developers.	as well as measures for encouraging the use of non-car modes of transport.  Infrastructure requirements do change over time (for example the child yield figures which inform school, provision have increased) and it is important to take revised information into account. The Infrastructure Delivery Plan (IDP) which is carried out in conjunction with service providers is therefore a live document.
Office of Rail Regulation	Office of Rail Regulation	Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	<p>Thanks for your e-mail dated 12.12.14 in regard to the West Berkshire Local Plan Update December 2014, consulting on a supplementary planning document. We have reviewed your proposals and supporting documents &amp; note that your proposals do not affect the current or (future) operation of the mainline network in Great Britain.</p> <p>It might be helpful if I explain that the office has a number of key functions and duties in our role as the independent regulator of Britain's Railways. If your plans relate to the development of the current railway network including the operation of passenger and freight services, stations, stabling and freight sites (including the granting of track and station access rights and safety approvals) within your administrative area, we would be happy to discuss these with you once they become more developed so we can explain any regulatory and statutory issues that may arise. May I also draw your attention to our e-mail address contact '<a href="mailto:DutyToCooperate@orr.gsi.gov.uk">DutyToCooperate@orr.gsi.gov.uk</a>.'</p> <p>I have attached a copy of our localism guidance for reference, which can be found at: <a href="http://www.rail-reg.gov.uk/upload/pdf/localism-guidance.pdf">http://www.rail-reg.gov.uk/upload/pdf/localism-guidance.pdf</a></p>	Comments noted.
Ms Noreen McCarrick	Network Rail	Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	The proposed site is located 1.4 Kilometres approximately from the Railway Line, therefore Network Rail have no comments to make on the above proposal. Many thanks for informing us of your proposal.	Comments noted.
Mr Roger Penfold	Mid & West Berks Local Access Forum	Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	<p>This paper constitutes formal advice from the Mid and West Berkshire Local Access Forum. West Berkshire District Council is required, in accordance, with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions.</p> <p>The Forum's role is to 'advise as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area, and as to such other matters as may be prescribed' [1]. Other matters include access for 'functional' and 'utility' purposes.</p> <p>This advice is relevant to sections S (Single Planning application), A (Access and Movement) and P (public open space and recreation).</p> <p>The Forum supports the requirement for a single planning application to be submitted for the Sandleford Park development. The Forum believes this is the best way of achieving (i) the delivery of facilities for effective non-motorised travel within the site and to links outside the site, for both utility and recreational purposes, (ii) the delivery of public open spaces which are connected to each other and to existing public open spaces, especially to Greenham Common.</p> <p>[1] 'Guidance on Local Access Forums in England', paragraph 3. <a href="http://www.peakdistrict.gov.uk/__data/assets/pdf_file/0003/177870/laf-guidance.pdf">http://www.peakdistrict.gov.uk/__data/assets/pdf_file/0003/177870/laf-guidance.pdf</a></p>	Support noted.
Mr		Sandleford Park Supplementary	With reference to the planning application at Sandleford I object to these plans not only on the grounds already given but also because the infrastructure cannot cope.	A planning application has not yet been submitted to the Council for the Sandleford Park site. The consultation was focused on the Sandleford Park SPD; Proposed Amendments December 2014.



Full Name	Company / Organisation	Section	Consultation Response	Council Response
P Webb		Planning Document - Proposed Amendments December 2014	for example two doctors surgeries, Circuit Lane and Western Elms have closed their books to new patients, and The Royal berks hospital is struggling with the present influx of people as are a lot of other hospitals. I hope and trust that the council will see sense and not proceed with this development.	The consultation response does not appear to relate to the Sandlesford Park site.
Mr Pete Errington	Hampshire County Council	Sandlesford Park Supplementary Planning Document - Proposed Amendments December 2014  Sandlesford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan – Appendix 3	<p>Hampshire County Council as a neighbouring Minerals &amp; Waste Planning Authority welcome the chance to comment on this latest version of the Sandlesford Park SPD and would like to take this opportunity to flag up to West Berkshire Council that there is a significant, unsterilised sharp sand and gravel resource located on the West Berkshire and Hampshire border. Although it is unlikely that the potential area for development area identified within the SPD will pose any serious hindrance to mineral development within the Hampshire border, HCC as a mineral planning authority would wish to be consulted on any aspects of development which would have potential to impact mineral resources within Hampshire and their potential for workings in the future.</p> <p>Hampshire County Council note that our previously submitted comments on the draft SPD in May 2013 regarding improving cross-border walking and cycling links between West Berkshire and Hampshire have not been adopted into the latest draft document as proposed amendments so take this opportunity to make the following key points:</p> <p>The County Council notes that the draft SPD mentions the need to ensure that internal walking and cycling links connect with existing routes to services and facilities around Newbury and within West Berkshire. Hampshire County Council suggest that there would also be benefit, in terms of both sustainable transport and green infrastructure provision, in making provision for the following connections to the wider countryside across the county boundary to the south of the site:</p> <ol style="list-style-type: none"> <li>1. Provide a footpath/pedestrian link from the southern boundary of the site to Newtown Footpath 3 at GR 446923 163585. This would provide pedestrian access from the proposed country park to the wider countryside and the rights of way network around Newtown Common and into the Hampshire Downs.</li> <li>2. Connect cycling routes within the site to the minor road network to the south and south-east of the site through Newtown to provide wider recreational cycling opportunities, avoiding use of the A339.</li> </ol> <p>Both of these proposals would improve the coherence of the walking and cycling network across the county boundary between Hampshire and Berkshire, and meet the following priorities identified in the Countryside Access Plan (ROWIP) for the Hampshire Downs area:</p> <ul style="list-style-type: none"> <li>• Reducing dependency on the car for transport between main conurbations, rural settlements and the countryside</li> <li>• Reducing the need to use or cross busy roads to link up rights of way and other off-road access</li> <li>• Providing additional links in the network, to give access to a range of off-road, circular routes</li> </ul> <p>Appendix 3: Sandlesford Infrastructure Requirements identified in the Core Strategy Infrastructure Development Plan</p> <p>Hampshire County Council as a neighbouring Highway Authority note that under</p>	<p>Comments noted. Paragraph 98 of the SPD states that any future application on the site will need to give full consideration to the issues surrounding mineral safeguarding in accordance with planning policy.</p> <p>Discussion will take place regarding proposed links to the surrounding footpath and cycle network as part of the planning application process.</p> <p>Development Principle A2 seeks to integrate the development with the existing surrounding development to ensure connections to the wider area.</p>



Full Name	Company / Organisation	Section	Consultation Response	Council Response
			<p>ROAD NETWORK of the critical infrastructure table (page 90) of Appendix 3: Sandleford Infrastructure Requirements identified in the Core Strategy Infrastructure Development Plan the current critical infrastructure text states under Sandleford Park: 'Junction Improvement: A34 / A343 South'</p> <p>It is not clear from this text what the current use of the word South actually refers to. Some clarity is therefore required from West Berkshire Council as to the exact meaning of the text so that the actual junction or part of junction or link that the text is referring to is made absolutely clear.</p> <p>Supporting Document: Sandleford park Traffic Distribution into Hampshire</p> <p>Hampshire County Council as a neighbouring Highway Authority would like to see the newly included schematic diagrams relating to traffic flows on the A339, B4640 and Monks Lane include the predicted impacts on the A343 as this road runs crosses the Hampshire border and so there will be potential impacts on Hampshire roads.</p>	<p>The text in the Infrastructure Delivery Plan will be updated to provide clarity (Junction Improvement: A34 / A343 junction to North boundary carriageway)</p>
<p>Ms Vicky Aston</p>	<p>Sport England</p>	<p>Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014</p> <p>Sandleford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan – Appendix 3</p>	<p>Thank you for consulting Sport England on the above named document. Please find below our formal comments for your consideration.</p> <p>It is Sport England's policy to resist proposals which will result in the loss of a playing field, unless it meets one of five exceptions as defined in A Sporting Future for the Playing Fields of England, see: <a href="https://www.sportengland.org/facilities/planning/planning-for-sport/development-management/planning-applications/playing-field-land/">https://www.sportengland.org/facilities/planning/planning-for-sport/development-management/planning-applications/playing-field-land/</a></p> <p>Sport England's policy is supported by paragraph 74 of the Government's National Planning Policy Framework (NPPF). Both Sport England's policy and paragraph 74 also support the protection and retention of other sports facilities.</p> <p>In light of this, Sport England's main consideration, in reviewing the draft SPD, is to seek to protect existing playing field stock and sports facilities being lost to development. Sport England also has an important role in ensuring that new developments have the right sports infrastructure to support the new development</p> <p><b>Impact on existing playing fields – Figures 1 and 2</b></p> <p>Sport England is concerned that the development may impact upon existing playing field land. Newbury Rugby Football Club is located adjacent to the development. Figure 1 and Figure 2 show the boundary of the site but it is not clear from either the plan or the photograph if this will impact on the existing playing fields at the rugby club.</p> <p>If playing field land will be lost then Council should ensure that any playing field land affected by the development is reprovided elsewhere.</p> <p>Sport England therefore objects to the inclusion of any playing fields and sports facilities within the document unless the affected facilities are replaced in an appropriate location and are of the same quantity, quality and accessibility of the existing facility.</p> <p>Section 3 – Infrastructure requirements</p>	<p>The principal of the allocation (and the area covered by it) was established through the work on the Core Strategy including the independent Examination process. It is unfortunate that Sport England did not engage during this process despite being consulted on every occasion.</p> <p>Information submitted by Newbury Rugby Club during the Core Strategy Examination confirmed that the land which forms part of the allocation will not adversely affect the operations of the Rugby Club and that there will be no loss of pitches. This will be reviewed during the planning application process and if there is a requirement for additional pitches, this will be explored at the time.</p> <p>The SPD outlines in Section F that there is no identified formal recreation provision (sports pitches) on the site in lieu of significant areas of formal open space as set out under Public Open Space and Recreation sub-section. The open space and recreation provision includes country parkland, a NEAP, two LEAPs, a number of LAPs and areas for growing food, as well as areas of informal open space throughout the site.</p>

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			<p>Sport England is disappointed that the development site does not include any new on-site sports provision, in particular new playing fields. The occupiers of any new development, especially residential, will generate demand for sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies.</p> <p>Consequently, Sport England considers that new developments should be required to contribute towards meeting the demand they generate through the provision of on-site facilities and/or providing additional capacity off-site.</p> <p>It is noted that in Section 3 the Council has required 'improvements to Sports Pitch Provision in step with new development' but there are no further details. If no new pitches are provided then how can the Council be certain that the new development will not exacerbate any existing deficiencies?</p> <p>Sport England considers that the level and nature of any provision for new development should be informed by a robust evidence base such as an up to date Sports Facility Strategy, Playing Pitch Strategy or other relevant needs assessment.</p> <p>Sport England is aware that the Council does not have a Playing Pitch Strategy or indoor or outdoor sports facilities strategy . It is crucial that the Council has an up-to-date and robust evidence base in order to plan for the provision of sport both playing fields and built facilities. Sport England would highly recommend that the Council undertake a playing pitch strategy (PPS) as well as assessing the needs and opportunities for sporting provision. Sport England provides comprehensive guidance on how to undertake both pieces of work.</p> <p>Playing Pitch Strategy</p> <p><a href="http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/playing-pitch-strategy-guidance/">http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/playing-pitch-strategy-guidance/</a></p> <p>This guidance document provides a recommended step by step approach to developing and delivering a playing pitch strategy (PPS). It covers both natural and artificial grass pitches. Sport England believes that to ensure there is a good supply of high quality playing pitches and playing fields to meet the sporting needs of local communities, all local authorities should have an up to date PPS. By providing valuable evidence and direction a PPS can be of significant benefit to a wide variety of parties and agendas.</p> <p>Assessing needs and opportunity for sports provision (Indoor and Outdoor)</p> <p><a href="http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/assessing-needs-and-opportunities-guidance/">http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/assessing-needs-and-opportunities-guidance/</a></p> <p>This guide is complimentary with the PPS guidance providing the recommended approach for assessing the need for pitch provision. Sport England believes that providing the right facilities in the right place is central to enabling people to play sport and maintain and grow participation. An assessment of need will provide a clear understanding of what is required in an area, providing a sound basis on which to develop policy, and make informed decisions for sports development and investment in facilities.</p>	

Full Name	Company / Organisation	Section	Consultation Response	Council Response
			<p><b>Conclusion</b></p> <p>Sport England therefore objects to the SPD as it does not make any provision for on-site playing pitches nor any provision on or off site for new leisure facilities to meet the needs of the new development.</p> <p>Sport England would welcome the opportunity to discuss the benefits of undertaking a Playing Pitch Strategy and Assessment of the needs and opportunities for sport provision.</p> <p>I trust that you have found the above comments of assistance in developing this document.</p>	
Mr Gary Soloman	Burges Salmon LLP (on behalf of the Sandleford Farm Partnership)	Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	<p>We are writing to formally respond to the current consultation on Sandleford Park SPD on behalf of Sandleford Farm Partnership.</p> <p>Sandleford Farm Partnership are working to prepare and submit an outline planning application for a residential led mixed use development on land at Sandleford Park.</p> <p>We are aware that the Council no longer propose amendments to Core Policy CS3. We agree that this decision is a sound one, for the reasons set out in previous correspondence from Boyer Planning.</p> <p>Our response to the current consultation relates to the principle of amending the SPD and issues surrounding the Council's requirement for a single planning application in relation to land control and ultimately the delivery of the development in a timely manner.</p> <p><b>The Role of Supplementary Planning Documents</b></p> <p>The Council wish to amend the SPD to include a requirement for a single planning application to be submitted for the Sandleford Park development. References to a single application are included throughout the amended SPD, but the key new paragraph is S1 in Section F, which states: " <i>The Council requires proposals for the site to be brought forward by means of a single planning application for the site...</i>" <i>This is reinforced in the amended paragraph 133, Section G, which now states: "In order to secure the infrastructure requirements of the development as a whole there is a requirement for a single planning application for the entire site (either outline or full...)"</i></p> <p>We consider this approach to be fundamentally wrong. Such a requirement should be more properly included in a Development Plan policy such that it is capable of proper scrutiny and subject to independent examination.</p> <p>Our comments are framed by legislation and national planning policy and guidance. Regulation 8(3) of the Town and Country Planning (Local Planning) (England) Regulations 2012 clearly states that <i>'Any policies contained in a supplementary planning document must not conflict with the adopted development plan.'</i> Furthermore, Regulation 8(4) states "...the policies contained in a local plan must be consistent with the adopted development plan." The Development Plan, Policy CS3, does not make any reference to the requirement for a single planning application for the entire strategic allocation; this is a new requirement which is not consistent with the Development Plan.</p> <p>The National Planning Policy Framework (NPPF) plainly sets out the role of SPDs as</p>	<p>We note the comments made on behalf of Sandleford Farm Partnership in response to the consultation on proposed changes to the Sandleford SPD.</p> <p>Having reviewed the comments put forward in response to this consultation we are satisfied that the approach taken by the Council is sound.</p> <p>Contrary to the consultation response, we do not consider that the requirement for a single planning application for the whole site should have been included within the detail of CS3. The principle that this site should be developed as a whole site has been established since this site was promoted and subsequently allocated for development during the examination of the Core Strategy. The Inspector's Report on the Core Strategy (dated July 2012) notes (see para. 88) that the proposed allocation for 2,000 dwellings rather than some smaller quantum of development <i>"has the benefit of ensuring that the optimum approach to development in the area is achieved, rather than development taking place over time in a series of smaller proposals resulting in a more piecemeal approach"</i>. The Inspector was thus recognising the benefits of a comprehensive approach to the development of Sandleford Park.</p> <p>The consultation comments by the Sandleford Farm Partnership suggest that the requirement for a single application should have been included within CS3 so that they were the subject of proper scrutiny and independent examination. Clearly however the principle of developing the site as a whole was the subject of consideration by the Inspector during the examination of the Core Strategy, which then prompted the comments in paragraph 88 of his report, as set out above.</p> <p>We also disagree that there is any breach of Regulation 8(3) of the Town and Country Planning (Local Planning) (England) Regulations 2012. The changes proposed to the SPD do not <i>"conflict"</i> with adopted Policy CS3 of the Core Strategy. To the contrary, our view is that the proposed changes to the SPD support the principles set out in CS3 and are consistent with the requirements detailed therein. A single planning application will enable the development of the site to be properly assessed as a whole in order to ensure the vision and aims set out in the core policy are achieved.</p> <p>This Council is not unique in requiring the submission of a single planning application for a large strategic site of this importance. The Council is aware of at least two other authorities which have taken a similar approach in requiring the submission of a single planning application within their SPDs. The requirement for a single planning application will assist in avoiding what the Core Strategy Inspector was concerned about, namely <i>"piecemeal development"</i> of the site.</p> <p>The consultation response also suggests that the changes to the SPD would be inconsistent with the requirements of the National Planning Policy Framework (NPPF). As highlighted by the consultation response, the NPPF requires SPDs to <i>"build upon and provide more detailed advice or guidance on the policies in the Local Plan"</i>. It is the Council's belief that this is exactly what the proposed changes to the SPD achieve.</p> <p>Policy CS3 requires the site to deliver <i>"a sustainable and high quality mixed used development"</i>. The Council does not consider that high quality development can be achieved by piecemeal development</p>

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			<p><i>"Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material planning consideration in planning decisions but are not part of the development plan."</i> (Annex 2, page 56). Planning Practice Guidance (PPG) states that SPDs <i>"...should build upon and provide more detailed advice or guidance on the policies in the Local Plan."</i> (Paragraph: 028Reference ID: 12-028- 20140306). It is clear that an SPD should provide further detailed guidance and not additional requirements which should form part of the development plan, which is subject to independent examination.</p> <p>SPDs must be consistent with the development plan. This position has been confirmed by case law. In <i>Westminster City Council v Great Portland Estates plc (1985)</i> and <i>R (on the application of JA Pye (Oxford) Ltd) v Oxford City Council (2002)</i>, it was made clear that Supplementary Planning Guidance (SPG) may be used to supplement existing policies in the development plan, but not change them or introduce new policies. More recently, in <i>R (on the application of RWE Npower Renewables Ltd) v Milton Keynes Borough Council (15 April 2013)</i>, the claim succeeded on a single ground, that the SPD was in conflict with the local plan, breaching regulation 8(3) of the Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>Notwithstanding our in principle objection to amending the SPD, in relation to the role of the document within the development policy framework, we comment on the proposed amendments under the following headings.</p> <p><b>Single Planning Application</b></p> <p>The Council state that a single planning application is required in order to achieve a comprehensive development and to ensure the timely provision of infrastructure, services, open space and other facilities in a properly coordinated fashion.</p> <p>Sandleford Farm Partnership are deeply concerned that the amendments are being made without good reason or proper justification. The NPPF at paragraph 153 states that <i>" Supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development"</i> . The Council are wrong to impose additional policy burdens that risk the strategic allocation, upon which the Development Plan's housing strategy is heavily dependent.</p> <p>The requirement for a single planning application could increase the risk to the Core Strategy, with further delay to the scheme on the basis of a need to enter into an agreement with the remaining landowner.</p> <p>Our experience is that, despite discussions and correspondence with the remaining landowner, an agreement is unlikely to yield itself in the short term, thus protracting the process of submitting a single planning application with all landowners in agreement.</p> <p><b>Comprehensive Masterplan</b></p> <p>The proposed amendments to the SPD require a planning application to be accompanied by a comprehensive masterplan for the whole site, produced and agreed by all of the landowners and developers prior to the submission of the</p>	<p>of the site. Therefore the proposed changes to the SPD provide the necessary <i>"advice or guidance"</i> on how this can be done (i.e. by the submission of a single planning application).</p> <p>The proposed changes are certainly consistent with paragraph 153 of the NPPF, as the requirement for a single planning application will aid the successful delivery of infrastructure on the site. The submission of a single planning application may also relieve, as opposed to add to, the financial burdens of the relevant landowners as some matters can be addressed and submitted once, rather than duplicated by neighbouring development proposals.</p> <p>Finally, the SPD has been prepared by the local planning authority to set out an overall framework to steer the delivery of the site. It has become evident over the last year that there are now two separate landowner approaches to the delivery of the site. To ensure that the site comes forward as a whole, in the manner envisaged by the policy, a comprehensive Masterplan is required to deliver the SPD. This will show how any developer of the site proposes to implement the policy and the SPD and to enable a more complete understanding of how the development is planned holistically across the site.</p> <p>In summary, the Council considers that the requirement for a single planning application to be entirely justified. The proposed changes to the SPD are not contrary to either Regulation 8(3) of the TCP (Local Planning) (England) Regulations 2012 or the NPPF. As there has always been an intention to deliver the site as a whole the Council does not consider there to be any additional burden imposed as a result of these changes.</p>



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			<p>planning application. New paragraph 148 in Section G states: " <i>The Local Planning Authority will expect the planning application to be accompanied by a comprehensive Masterplan for the whole site. This should be produced and agreed by all of the landowners and developers of Sandleford Park prior to submission of the planning application.</i>"</p> <p>Again, this does not accord with the Core Strategy, which refers to either an SPD or masterplan being prepared. The Council's SPD already provides a vision, development objectives and a framework masterplan. It is clearly sufficient for any planning application to adhere to such considerations and there is no justification for a further masterplanning exercise prior to the submission of any such application. Accordingly, this additional requirement is not justified.</p> <p>We would also point out that the requirement for all landowners to agree the masterplan could again delay the delivery of the scheme (as outlined in previous paragraphs).</p> <p><b>Conclusions</b></p> <p>The proposed changes to the SPD are fundamentally wrong. The intention to amend the SPD to require a single planning application is at odds with the basis for such documents as supplementary to the Development Plan. Such a requirement should be included in a Development Plan policy such that it is capable of proper scrutiny and subject to independent examination.</p> <p>The need for a single planning application for the entire site and an additional masterplanning task in advance of its submission are neither justified nor required. The Council are wrong to impose additional policy burdens that risk the strategic allocation upon which the Development Plan's housing strategy is heavily dependent.</p>	
Ms Fiona Hope	Berkshire Gardens Trust	Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	<p>Thank you for the opportunity to comment on the amendment of the Supplementary Planning Document to include a requirement for a single planning application to be submitted for the Sandleford Park development. BGT is in agreement with this approach, which we hope will ensure that the affected parts of the Grade II registered 'Capability Brown' designed Sandleford Priory and its setting are treated appropriately.</p> <p>West Berkshire should be congratulated on ensuring that the area over which the school looks will be a country park rather than built upon. However, guidance provided in parts of the SPD does not seem to be a coherent statement/master plan about how this area will actually be transformed to parkland. In our view the Country Park should be laid out in a manner which respects the heritage and historic landscape value of the parkland. In this context we do not think that the proposed allotments are located or designed in a sympathetic manner.</p> <p>We hope these comments are helpful at this stage.</p>	<p>Comments noted.</p> <p>Development principles set out in Section F of the SPD seek to ensure the landscape and heritage impact of the development is minimised.</p> <p>The SPD does not provide an exact location for allotments on the site. The supporting text to development principle P1 states that there will be opportunities within the site to provide growing areas for the local community, such as allotments and community orchards. These features can potentially be incorporated within the Country Parkland although there may be scope for this type of provision in other areas of the site.</p> <p>Additionally, the SPD sets the framework for the planning application to be accompanied by a Strategic Landscape and Green Infrastructure plan for the site which will set out the detail. Other documents will inform this (development principle L1) and development principles L2 and L3 give further information about the requirements including a detailed Country Parkland Design and Management Plan.</p>
Gemma Care	Barton Willmore (on behalf of Donnington New Homes)	Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	<p>We write on behalf of, Donnington New Homes., in respect of the above planning consultation, which seeks to amend the adopted Sandleford Park SPD (September 2013) to the effect that a single planning application will be required for the site in order "...to ensure that the site is comprehensively delivered with timely and well planned provision of infrastructure.' The Council will be fully aware that the owners of Donnington New Homes (DNH) are landowners of part of the Sandleford Park site and thus have a vested interest in the contents of the amended SPD and the</p>	<p>Support noted.</p>

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			<p>manner in which the planning application process is managed moving forwards.</p> <p><b>Context of the Representations</b></p> <p>Paragraph 133 of the SPD has been amended to state that ‘ <i>In order to secure the infrastructure requirements of the development as a whole there is a requirement for a single planning application for the entire site (either outline or full) which is to be accompanied by an Infrastructure Delivery Plan (IDP). This will ensure the site is developed in a comprehensive manner and the infrastructure provided in a timely fashion to serve the development. This submitted IDP will be specific to the development and cover the whole of the site. Planning applications for only part of the site or planning applications which are not accompanied by such an IDP are likely to be unacceptable as they would not ensure the comprehensive development of the site.</i>’</p> <p>Furthermore, paragraphs 148 - 150 are clear that the Council expects the planning application to be accompanied by a comprehensive masterplan for the whole site, which should ‘<i>...be produced and agreed by all of the landowners and developers of Sandleford Park prior to the submission of the planning application....</i>’</p> <p>The decision to amend the adopted SPD marks a change in direction from that proposed in the draft Housing Site Allocations DPD (HSA) in July 2014, wherein the Council proposed to amend policy CS3 of the adopted Core Strategy. The key change to the policy, as shown in the draft HSA, was the requirement for masterplans for the whole site (i.e. the entirety of the Sandleford Park) to be prepared prior to the submission of planning applications for any specific part of the site.</p> <p>We understand that the Council now considers that the objectives of delivering a holistic development are better served through amendments to the SPD wording.</p> <p><b>Comment</b></p> <p>DNH have no objection in principle to the proposed amendment to the SPD wording, and the intention of the Council to require a single planning application and masterplan for the site as a whole.</p> <p>DNH fully support the Council's efforts to facilitate collaborative working across all parties, on the basis that such an approach is considered conducive to delivering a comprehensive and coherent development, supported by the appropriate infrastructure at the appropriate time.</p> <p>Notwithstanding the above, DNH consider that the proposed rewording of the SPD could be strengthened by emphasising the need for collaborative working and input between the parties. DNH also consider that the proposed rewording currently fails to provide any flexibility to accommodate a future scenario whereby the Council and the parties agree that the objectives of securing a comprehensive form of development, which delivers the requirements of the SPD, can be achieved through the submission of more than one planning application, and suggest that this flexibility should be facilitated through any rewording.</p> <p>We trust these observations are helpful and would welcome the opportunity to discuss the matters raised in greater detail, possibly with the other Sandleford Park landowners and their representatives if this would assist.</p>	<p>This is correct. The aims of the Council regarding the delivery of the site can be achieved by amending the SPD.</p> <p>Noted.</p> <p>The SPD sets out that the Council require a single planning application for the entire site either outline or full in order to achieve a comprehensive development for the entire site, with the coordinated and timely delivery of infrastructure.</p> <p>The wording in the amended SPD forms a framework for this collaborative working and input to take place, and no changes are proposed in this regard.</p> <p>The SPD is a material consideration to the decision-making process. Should additional material considerations come to light throughout the process they too can be considered.</p>



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Mr Peter Norman	Say No to Sandleford	Sandleford Park Supplementary Planning Document - Proposed Amendments December 2014	<p>Background: snts is a campaign group set up to oppose the development of Sandleford, has over 150 members on its distribution list, handed in a petition of over 1,500 written signatures expressing local opposition to the development of Sandleford as well as an online petition of over 12,000 signatures through <a href="http://www.change.org.uk">www.change.org.uk</a></p> <p>snts wishes to be kept informed of the development of the SPD.</p> <p><b>PART B</b></p> <p>In responding to this Consultation snts wishes to make clear its continued opposition to the selection of Sandleford as a site for the development of 2,000 homes. At the time of its original selection as a strategic site, and before the Planning Inspector hearings snts made clear that it felt the infrastructure required for a development of this site as laid out in the then IPD was understated and therefore gave a false indication as to the appropriateness of the site compared to other potential sites around Newbury.</p> <p>In addition snts felt that with the development of 2,000 homes already to the South of Newbury through the Racecourse development and additional infill developments that the weighting was too heavily biased towards South Newbury with all the implications this had on an already stretched road infrastructure, where the critical North/South route long the A339 was regularly snarled and was already responsible for pollution levels in excess of EU statute levels, and that the claim that this site could be delivered with just two all vehicular access points to Monks Lane was false.</p> <p>As the process has rolled forward all the concerns we raised are being realised with a modification being heavily recommended for all vehicular access to the site from both the A339 and A343. Two two form entry primary schools are now being recommended, with the attendant expansion of Park House School where it is unclear whether they can expand sufficiently on their current site to accommodate the increase in enrolment. The potential to expand Falkland Surgery is limited with 17,000 patients already on their books as a practice they are already stretched. Parking is already over capacity with patients frequently having to overspill to the nearby NRFC parking.</p> <p>With the infill developments that have already occurred Falkland Primary School has been forced to increase their intake to a level that is leaving many parents uncomfortable. In addition this has already led to an increase in travel levels with congestion along Monks Lane/Andover Road/Essex Street becoming far more pronounced at peak times.</p> <p>Added to this other developments are a cause of concern:</p> <p>The provision of a Local Sainsbury has led to a noticeable increase of traffic to the Falkland Garage, and contrary to the statement supporting the planning application it has become a destination in its own right but with inadequate parking slots for the level of use. Whilst the presence of a Local Sainsbury is welcome to many residents its location near two schools is a major concern with the increased traffic levels.</p> <p>The denigration of South Newbury Town Centre. Bartholomew Street and surrounding area use to be a vibrant area for independent shops supported by the presence of the Kennet Centre. However the Kennet Centre has suffered from the opening of Parkway and lost its key store Debenhams. The promise of restaurants opening around the cinema has not materialised with only Nandos so far opening</p>	<p>The principle of development on the site has been established through the Core Strategy process and the site has been accepted as the location to provide a long term urban extension which will deliver up to 2000 homes over at least a 20 year period. The principle of development on the site is not being reassessed.</p> <p>The allocation of Sandleford Park as a strategic site was rigorously tested at an Examination in Public by an Independent Inspector and was shown to be deliverable with the access arrangements set out in the policy. The allocation of the site has been informed by comprehensive evidence, including an Infrastructure Delivery Plan (IDP) which demonstrated the site is deliverable.</p> <p>The consideration of alternative access points was largely in response to the earlier consultation when there was significant opposition to having only two main accesses onto Monks Lane. The Council wishes to explore the potential for an all vehicle access through Warren Road and access onto the A339 to assess the comparative effects of traffic flows from the site onto the surrounding highway network. The bus link would remain as part of any such option.</p> <p>Additional access points would also maximise the opportunities for permeability through the site. Any access will be designed with paramount regard to safety.</p> <p>Any new development in the surrounding area will be assessed with the knowledge that Sandleford Park is a strategic site allocation within the Core Strategy for up to 2,000 dwellings and will also take into account updated committed development.</p>

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			<p>adding to the impression that the Kennet Centre is a bit of a wasteland. Most of the Estate Agents have now moved to the north side of town. The result of this is that there for people visiting Newbury now want to get to the North side of town which puts further pressure on the only route to get to the north side being the A339. The increased congestion on this route is no coincidence.</p> <p>The alternative to take the A34 to get to the North side of town involves negotiating a dangerously short slip road from the A343 (and likewise to get off at this junction) and the A34 itself is suffering from congestion issues and putting local traffic on to this road is inadvisable.</p> <p>The Council has obtained funding to put a new junction onto the A339 to support the regeneration of the London Road Industrial Estate. This junction is being put in before the configuration of the Estate is known and therefore what the likely traffic flows will be. We also believe that modelling on this junction has not taken into account the additional traffic emanating from South Newbury as a result of developments that are already underway or for that matter the development of Sandleford. This will only increase the congestion from the south side of town and will force more local traffic onto a strategic Highways route (A34).</p> <p>The provision of sports facilities in South Newbury have also been compromised by the move of Greenacres Sports and Leisure to a David Lloyd Sports Centre to be built on 5 acres of sports field land at the Rugby Club. This net loss of Sports land is not being made up elsewhere as far as we can tell and will put further pressure on traffic along Monks Lane as people drive to access this exclusive club.</p> <p>As such we believe there is a strong case for reconsideration of the original decision to name Sandleford as a strategic site for the development of 2,000 homes. It is looking increasingly out of kilter with the ability of the area to cope with requirements that such a development will impose on the surrounding area.</p> <p>That stated on the principle amendment to the SDP to ensure that the development of Sandleford is governed by one planning application snts is broadly supportive of, however as a result of earlier consultations snts would have expected to have seen additional amendments to the SDP namely:</p> <p>1] Section A Para 6: subsequent paras should be renumbered to reflect deletion of this para.</p> <p>2] Sustainability Appraisal/Strategic Environmental Assessment</p> <p>snts remains uncomfortable that the SAE has relied on the findings of a consultancy employed by the Sandleford Partnership as opposed to a completely independent agency. We are also surprised that this section has not been updated to reflect the changed demographics of the development where far more children are anticipated to live in the area compared with the original draft where two two form entry primary schools are now anticipated.</p> <p>Para 17: whilst the proposed amendments to the SDP might be "minor modifications" the change in school and traffic projections are not minor modifications and the impact on the SEA should be re-visited in light of the increased numbers.</p> <p>3] Section B: Vision for Sandleford Park:</p>	<p>All modelling carried out for the regeneration of London Road Industrial Estate did take the development at Sandleford into account, as well as all other committed development.</p> <p>As set out above the principle of development on the site is not being reassessed.</p> <p>Support noted.</p> <p>Noted. Paragraph numbers will be updated for the final version.</p> <p>A SA/SEA was not required for the SPD as it has been demonstrated through the SA/SEA for the Core Strategy that there will be no significant environmental effects as a result of the SPD. The SA/SEA for the Core Strategy was carried out by the Council, subject to public consultation and independently examined by an Inspector.</p> <p>All evidence / information submitted by landowners in promotion of a site is assessed and verified by the council.</p> <p>The role of the SPD is to supplement the existing policy set out within the Core Strategy. It is therefore not appropriate to make the changes suggested. The Infrastructure Delivery Plan (IDP) has been updated and will be updated periodically over the plan period to reflect changes in circumstances which result in a change in infrastructure requirements. The IDP is a material consideration in the determination of any planning application.</p>

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			<p>“Residents will have a high quality of life, with good access to education, jobs, services, shops and public transport – many of which are within walking and cycling distance. There will be timely and coordinated provision of the social, physical and green infrastructure required for the site.”</p> <p>The cycling provision once out of the site is totally inadequate. The shared cycling lane along Monks Lane is dangerous especially at School arrival and departure times. There is no dedicated cycling lane through most of the north section of Andover Road, and when you do arrive at a cycling lane there is no protection resulting in cars often being parked across the dedicated lane requiring cyclists to swerve out into a narrowed carriageway. As such the statements on cycling are incorrect until the cycling infrastructure north into town and East/West along Monks Lane are radically improved.</p> <p>4] Strategic Objectives</p> <p>“2. ...Other accesses will be explored and should include:</p> <ul style="list-style-type: none"> <li>• An all vehicle access link through Warren Road and</li> <li>• An access onto the A339 close to the Household Waste Recycling Centre (HWRC)”</li> </ul> <p>The overwhelming response to consultations on additional access points into the site was that whilst access to the A339 was broadly welcomed (although some feel it does further move the boundary of the town southwards) and certainly a roundabout at the recycling centre is justified in its own right, there was very little support to making Warren Road all vehicular access. Traffic in this area around two schools and a nursery has already been increased by allowing a Local Sainsbury to be developed, increasing traffic by opening up a major access point to the A343 will make an already risky area positively dangerous. It is therefore very disappointing that the Council has not listened to the consultation and removed this option. It again raises doubts in many peoples minds as to what the purpose of these consultations are?</p> <p>We were told that Sandleford was deliverable on two access roads to Monks Lane and a bus route to Warren Road. No-one believed it at the time and it was extraordinary that alternative access points were not explored in the original consideration of the site. But at a Master Planning meeting in March 2010 access to the A339 was deliberately excluded from consideration as it might raise doubt in the Planning Inspectors mind that the site was deliverable. We are now told that at least one of the additional access points is essential and both are desirable with the route that would have biggest impact for all vehicular access being Warren Road. The fact that these routes are still in the SDP looks like a cynical exploitation of the planning process and we hope that when the Planning Inspector reviews the amended SDP he/she will take this into account.</p> <p>5 “To manage access to the ancient woodlands”, again it would appear that the opportunity to update the SDP in response to consultation has been ignored. Many environmentalists were unhappy with access being granted to ancient woodland with walkways up precious wetlands. There are two woodlands that are not ancient for which access could easily be given. It is also regrettable that access to the River Enborne is not provided along controlled walkways. Given the volume of children it is likely that uncontrolled access to the river will be made to the detriment of the surrounding area and wildlife.</p>	<p>The wider impacts of the site will be dealt with through a planning application and the issues raised are noted.</p> <p>The allocation of the site has been informed by four phases of Transport Assessment work, which has fed into the development of an Infrastructure Delivery Plan.</p> <p>The consideration of alternative access points was largely in response to the earlier consultation when there was significant opposition to having only two main accesses onto Monks Lane. The Council wishes to explore the potential for an all vehicle access through Warren Road and access onto the A339 to assess the comparative effects of traffic flows from the site onto the surrounding highway network.</p> <p>Any planning application would be accompanied by a full Transport Assessment and Travel Plan (see Appendix 2 of SPD) which would assess the impact of the development on the local highway network as well as measures for encouraging the use of non-car modes of transport.</p> <p>There has been additional Transport Assessment work carried out since the site was allocated and more is being undertaken by the Council to provide the necessary detail to assess any planning application.</p> <p>It is not possible to fence off woodlands for access. None of the woodlands are proposed to be closed to access, but the emphasis will be on managing access. In terms of opening up the woodland at the southern perimeter of the site, this is a matter to be explored further through the Country Park Management Plan.</p>

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			<p>14 Given the strain on the existing infrastructure before the first house is delivered in Sandleford it is vital that infrastructure needs are addressed before the first houses are built, this includes cycleways, road enhancements, surgery places and most importantly the provision of primary school places. As such “in a timely and coordinated manner which keeps pace with the development” should be amended to read “in a timely and coordinated manner that keeps pace with the development or in certain named instances in advance of the development”</p> <p>5] Section C Planning Policy Framework</p> <p>No comment</p> <p>6] Section D The Site Context</p> <p>78 This section gives a misleading impression on existing cycleways. If Sandleford is to be developed sustainably then there will need to be significant investment in cycleways both east-west and north-south.</p> <p>87 It seems unfortunate that views from a private school should set the development of the site. Whilst snts opposes the development of Sandleford at all, the position of a Grade 1 building should not determine where it is best to develop the site. Building the northern and eastern sides would have advantages in that it takes traffic away from sensitive and congested areas. St Gabriels would still enjoy the rolling landscape leading up to the school.</p> <p>89 The report rightly acknowledges the presence of some fine tree specimens in the local landscape. What is less clear is what protection can be provided from ‘accidental’ knock downs?</p> <p>96 This statement on education provision should be echoed in 14 above.</p> <p>102 Should there not be a statement that where possible the design of houses and streetscape should maximise the availability of south facing roofs to house solar panels?</p> <p>111 We would contest this statement - the development requires more than simple upgrading of local infrastructure to accommodate the number of houses planned. Significant investment is required in road, cycleways, education and health care if the local infrastructure is to stand a chance of accommodating a development of this scale.</p> <p>116 - 125 Whilst it is true that there have been a number of consultations and engagements with stakeholders and the general public, it is not evident that the Council has taken note of any of the feedback to inform the development. In particular the widespread opposition to developing Warren Road as an all vehicle access route to the site in spite of concerns of schools, local community centres and the general public of the heightened risk to young persons that such a development would entail. If the Council was genuine about using consultation to inform the development then this option would have been removed from the SDP.</p> <p>6] Section F Development Principles</p> <p>S Single Planning Application - snts concurs that a single planning application is the best way to ensure that the site is developed as a cohesive whole and that the</p>	<p>It is essential that the provision of infrastructure is in a timely and coordinated manner that keeps pace with development to ensure the viability of the site is not compromised. There are cases when the infrastructure will be required in advance of houses being occupied and these phasing arrangements will be agreed as part of the pre-application / planning application process.</p> <p>The information set out in paragraph 78 is factually correct.</p> <p>The developable areas of the site reflect the opportunities and constraints of the site including topography and landscape.</p> <p>In accordance with policy CS19 of the Core Strategy particular regard needs to be given to the conservation and, where appropriate, enhancement of heritage assets and their settings, including listed buildings and Registered Parks and Gardens, such as Sandleford Priory. This is also clearly set out in development principle L8 of the SPD.</p> <p>Trees covered by a TPO would be subject to a fine should they be removed without consent.</p> <p>The Renewable Energy development principles within the SPD seek to minimise the use of resources and maximise energy efficiency. In addition, the development would be expected to comply with policy CS15 of the Core Strategy.</p> <p>The Infrastructure Delivery Plan (IDP) acknowledges the level of infrastructure requirement to support the development of up to 2,000 dwellings at Sandleford Park.</p> <p>Comment noted and responded to above.</p> <p>Support noted.</p>



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			<p>required infrastructure is delivered alongside it.</p> <p>L3 It is unclear how the upkeep of the Parkland is to be maintained. Will a dowry be provided that will allow the finance of a park ranger in perpetuity or at some stage will the park ranger have to be financed from other sources. Who will own the park? snts favours the development of a new borough of Wash Common that incorporates Sandford and from which the upkeep of the Parkland can be maintained. In this regard a ten year outlook seems too short.</p> <p>L4d snts would want to see access to ancient woodlands strictly limited other than for an access route to the river Enborne. There are non ancient woodlands through which access can be provided which do not require access through or along wetlands and valley floors.</p> <p>L4g rather than being preferable run outs should be prohibited from causing disruption to RPAs. The sentence should be amended to read "All such runs must be kept out of RPAs except where explicit consent is given in exceptional circumstances"</p> <p>L7 It is difficult to see how dark routes can be provided that preserve the habitats of wildlife is compatible with making the development safe and secure for walking around at night-time.</p> <p>Figure 6 Access to ancient woodlands should be avoided as far as possible with the option instead of making access available to other woodlands. The country park should have access to the river. Walks along the wetland valley floors should be avoided.</p> <p>A Access and Movement</p> <p>A1 The Council should listen to the Consultation and remove all vehicular access along Warren Road as an option.</p> <p>Cycle and Pedestrian Access</p> <p>There is no cycle network to speak of in South Newbury dedicated cycleways need to be created along Monks Lane, Andover Road and Newtown Road to make cycling a viable option from the development.</p> <p>A4 and A5 Parking needs to be sufficient to allow two cars per household otherwise the streets will be congested by cars parked on pavements which will negate the potential for safe cycle routes.</p> <p>A6 The design of the buildings should also seek to minimise expenditure on lighting and heating and so make homes affordable for the young and old alike.</p> <p>Figure 7 If access is to be provided to the A339 then there will need to be a bridge across the valley floor and wetlands running north south. This should have the same protection as the East West valley. H2 The SDP needs to ensure that the site does not use the Enborne as a drainage route for Exceptional weather events.</p> <p>R Renewable Energy - there should be a statement to maximise the areas of south facing roofs for the placement of PVs</p>	<p>An SPD cannot be so specific and include this level of detail. Instead it sets the framework for the planning application and its supporting documentation such as the Country Park Design and Management Plan which will provide the detail as set out under development principle L3 of the SPD. This will take into account all of the evidence available.</p> <p>Noted. As set out above it is not possible to fence off woodlands for access. None of the woodlands are proposed to be closed to access, but the emphasis will be on managing access. In terms of opening up the woodland at the southern perimeter of the site, this is a matter to be explored further through the Country Park Management Plan.</p> <p>It is accepted that this sentence could be amended to make the ensure damage to RPAs is minimised. Amendments to the text will be made to final draft of SPD and the following is proposed: <u>All such runs must therefore be kept out of RPAs except where the Council has provided prior written approval.'</u> This above text is to replace the final sentence of para. L4 (g) – which currently reads; <i>'It is therefore preferable to keep all such runs out of RPAs.'</i></p> <p>The detailed design of the valley area will be determined through the planning application process, however as set out in the SPD lighting in this area is to be kept to a minimum, but an appropriate level to ensure the landscape character of the valley is maintained.</p> <p>Responded to above.</p> <p>Comments noted and responded to above.</p> <p>Additional cycle routes outside the site will be explored. This could be explored through the West Berkshire Cycle Forum.</p> <p>As set out within the SPD, the design and layout of buildings and spaces will be in accordance with current policy and guidance, including the Quality Design – West Berkshire SPD and Manual for Streets. The Council has consulted on new parking standards and these will be used as the starting point regarding parking provision.</p> <p>Development principle CA9: Valley Corridors sets out the key design principles for these areas. CA7 covers the valley crossing as depicted within Figure 14 of the SPD. It is not anticipated that a second valley crossing will be required within the site however this is detail to be addressed through the planning application process and with further exploratory work on the access points.</p> <p>Details of drainage routes will be determined through the planning application process. Comments responded to above.</p>

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			<p>CA7 Valley Crossing, the same principles should be carried forward if a proposed access to the A339 requires a valley crossing of the North South running valley.</p> <p>CA9 the wetlands should be protected from pedestrian access to allow a number of ground nesting birds to continue to have a presence in the area.</p> <p>7] Section G Delivery and Implementation</p> <p>No Comment</p> <p>8] Appendix 1</p> <p>This section does not appear to have been updated to reflect that the infrastructure needs of the site has grown, for example 1.6 that the site now needs two primary schools of two form entries, and the knock on provision that will be required of Park House and of the Falkland Surgery.</p> <p>Note the sports provision available to south Newbury has been reduced because of the decision to locate a replacement of Greenacres Sports and Leisure Club onto land that was formerly rugby pitches with no replacement land being made available for the loss of sports provision.</p> <p>9] Appendix 2</p> <p>This is an area that is non specific and therefore in grave danger of being watered down when it comes to a planning application. The shopping list approach supports developers picking and choosing what they provide rather than having a coherent approach to alternative travel arrangements.</p> <p>10] Appendix 3</p> <p>This list woefully underplays the infrastructure requirements. There is no cycle network for the Sandleford development to hook into and therefore it should be a requirement to fund the creation of a comprehensive and safe cycle route(s) into and out of Newbury Town Centre. This is more important than cycle access to the Retail Park where most purchased items are unable to be transported on bicycles.</p> <p>The bus network and timetable should tie in with train times from Newbury station (both departures and arrivals).</p> <p>Education - need for two primary schools and substantial expansion of Park House.</p> <p>Health - it is difficult to see where Falkland Surgery can expand to having already got 17,000 patients on its books and struggling to handle those.</p> <p>Sports - WBC has approved a denigration of available sports pitches in the south of Newbury, it is difficult to see how Sandleford can contribute to righting this demise when the Council should have been planning for extra provision.</p> <p>11] Appendix 4</p> <p>No comment</p>	<p>Comment responded to above. If, through further work, it is determined that a second valley crossing is required then the principles set out in CA7 of the SPD will be applied to this crossing. An amendment to the final draft of the SPD will be made to say <u>Should additional valley crossings be required the above design principles will apply.</u></p> <p>This will be dealt with through the Country Parkland Management Plan and will be a matter for the planning application.</p> <p>Appendix 1 sets out policy CS3 of the Core Strategy along with its supporting text. The SPD cannot change or make amendments to the policy. The Infrastructure Delivery Plan is a 'living document' and is updated periodically to reflect the most up to date position at that time. Any additional infrastructure required to support the development will be a matter for negotiation through the planning application process.</p> <p>Appendix 2 sets out that a Travel Plan will be required as part of any planning application for the site. The appendix also sets out elements of a Travel Plan that are required as a minimum. The implementation of a Travel Plan will be conditioned as part of any planning application for the site.</p> <p>This Appendix sets out the infrastructure required as set out in the January 2011 Infrastructure Delivery Plan (IDP) and as examined as part of the Core Strategy and policy CS3. The IDP has since been updated and, as a 'living document' will continue to be updated periodically to reflect the most up to date position. The IDP is a material consideration in the determination of any planning application.</p>



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Mr Richard Page	Wash Common Community Group	Section A: Introduction	<p>We welcome the decision to ensure that the development is presented as a single planning application and resubmit our comments from the 2013 consultation round, as below.</p> <p>Response to West Berkshire Council's Draft Supplementary Planning Document – March 2013 Consultation</p> <p>Background: Wash Common Community Group has recently been formed to bring together various interested parties who live and work in the Wash Common area, with a view to enhancing the area for its residents. It is anticipated that the group will grow as its activities become more widely known.</p> <p>The response to WBC's consultation looks at the areas of primary concern to the Group that are likely to arise from the development of 2,000 homes on Sandleford.</p> <p>A Access and Movement</p> <p>The Group is pleased to note that the Council acknowledges that two access points to Monks Lane with a bus route along Warren Road are unlikely to be adequate for a development this size. This issue is made more acute by the change in demographics envisaged with the need to house two primary schools. However the Group has a number of reservations about the additional routes proposed, and given the potential issues relating to either of the proposals would wish for there to be further consultation before either route is finalised:</p> <p>All Vehicular Access to A339 close to Household Waste Recycling Centre.</p> <p>Introduction of a roundabout at this junction would be an improvement and would eliminate unnecessary car journeys to the Swan roundabout. However gaining access to Sandleford Estate from this junction has two potential issues:</p> <p>1] Creation of a rat run that people will use to avoid congestion on Monks Lane even with a 20mph restriction.</p> <p>2] Opening up swathes of Newbury College land to development which is likely to worsen rather than improve the traffic flows at peak times. Given the prime position of this land it is hard to see how this course would not lead to further development.</p> <p>All Vehicular Access to Warren Road</p> <p>Again whilst this would relieve the pressure on Monks Lane, in conjunction with the A339 it could create a rat run.</p> <p>The Council would need to ensure funding of any development of this road to provide:</p> <p>Adequate pedestrian and cycle access along this route especially given the close proximity of Park House School, pavements need to be sufficiently wide to handle school children at peak periods.</p> <p>Be cognizant of the single track access to St Francis and its community hall where cars currently queue along Warren Road and will cause major disruption if the road</p>	<p>Support noted.</p> <p>As the rest of the consultation response is a repeat of that submitted for the March 2013 consultation on the draft SPD the Council Response to these comments will remain the same as before.</p> <p>Work carried out through the transport assessments which supported the Core Strategy show that the site can be delivered through 2 all vehicle accesses onto Monks Lane and a sustainable transport route onto Warren Road. However, additional access routes are being explored in response to issues raised through consultation.</p> <p>As the SPD can only elaborate on existing policy, any additional accesses will be a matter for negotiation through the planning application process. There will be further opportunities for comments to be made through the planning application process.</p> <p>The detailed internal design of the road layout will be used to make rat running an unattractive option.</p> <p>There is additional committed but not implemented development at Newbury College, the traffic impacts of which are included within the existing modelling. Any further development of the College site would have to be accompanied by further highways assessment work to gauge deliverability.</p> <p>Any road through the site will be designed in a way to make it unattractive for rat running.</p> <p>The Council is aware of the technical challenges of the potential Warren Road access and would need to address the issues raised. If this access was to go ahead, it would be likely to be designed as a traffic signal junction which would enable a pedestrian crossing opportunity. There would need to be a wide range of highways improvements, with the solution dependent on the particular issue to be addressed. Any solution would take account of existing and committed development proposals.</p> <p>In terms of this potential access, if it does go ahead, consideration will be given to only allowing general traffic to turn left when travelling out of the site. This would mean that traffic travelling north in the direction of Newbury Town Centre would not use this access and would not be adding to the traffic passing Falkland School and Park House School.</p> <p>The solution will depend on the specific issue. For example 'green light on demand' could be designed in as part of a traffic signal junction</p>

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			<p>is upgraded beyond a bus route. Funding would be needed to improve this access</p> <p>Major junction improvement on to the A343, which needs not only to ensure the safe crossing of students from Park House and Falkland Schools, but also be aware of the increased traffic resulting from the nearby development of an enhanced petrol station and mini market at the Total Petrol Station, opposite Park House School.</p> <p>Monks Lane and the junction with Andover Road A343</p> <p>There is currently a significant safety issue with students exiting Park House School where the pavement width is inadequate for the number of students exiting on to Monks Lane and there is no adequate pedestrian crossing either at this point on Monks Lane or the nearby mini roundabout. At 3:30pm on a school day the pavement all the way along to the Rugby Club entrance is dangerously congested and Monks Lane often ceases to flow as coaches and parents stop to pick students up. The cycle lane at this time is unusable. This is all before adding a further 400 students to the mix.</p> <p>Funding will be required to:</p> <p>Enhance the pedestrian entrance to Park House School so that the numbers of students can be safely handled</p> <p>Widen the pavement along Monks Lane all the way to the access point of the Sandleford Estate and potentially delineate a separate cycle path from the pedestrian path.</p> <p>Introduce a pedestrian crossing near the entrance to Park House School on Monks Lane and near to the mini roundabout junction across Andover Road.</p> <p>Double Mini Roundabout Junction Monks Lane/Andover Road A343 and Essex Street.</p> <p>This junction is a major bottleneck in South Newbury that struggles to cope with existing traffic levels. The situation is made worse by the single entrance/exit to the parade of shops, where vehicle movements clash with peak hour traffic. The additional traffic created by Sandleford Park is likely to bring the current junction to a standstill.</p> <p>Funding will be required to improve this junction and as part of this enhancement should look to enable a separate entrance and exit from the shop parade.</p> <p>Falkland Surgery</p> <p>Any increase in the number of patients using Falkland Surgery will put pressure on parking spaces where the rugby club is already being used informally as an overspill parking facility. While it is true that most of the proposed development is in easy walking distance of the surgery, the Group is anxious that the Council is aware that if people are ill they are likely to travel by car and this will result in extra traffic on Monks Lane and extra demand for parking spaces. Funding needs to be available to deal with this as well as conversations started with the Rugby Club about how they may be able to assist in this area.</p>	<p>Park House School will be extended to accommodate the additional pupils arising from the Sandleford development. This is likely to lead to the school being substantially reconfigured, during which process the accesses to the school will be considered. Feasibility work on the most appropriate layouts is currently ongoing.</p> <p>Noted. These issues will be explored further through a detailed transport assessment to be prepared as part of any planning application.</p> <p>Junction improvements including improvements for pedestrians and cyclists would be required here as part of any planning application. The solution will ultimately depend on the design and location of the accesses to the site.</p> <p>Noted. Discussions with the Clinical Commissioning Groups have taken place to inform the infrastructure delivery plan for the site. They have stated that their preferred solution to accommodating the development from the Sandleford site would be for an extension to the current premises at Falkland Practice. The feasibility of this, including car parking requirements and the need for ancillary services being discussed direct with the Practice.</p> <p>For all of the local facilities that neighbour the site including Falkland Surgery, opportunities will be sought for direct pedestrian and cycle access from the development site to encourage people to walk and cycle to them.</p> <p>Noted. The Council is aware of the issues raised and key enhancements have already been identified</p>

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			<p>A3 Alternative Forms of Transport</p> <p>The SPD needs to be aware that the scheme needs to enhance provision outside of the red line of development. An example of this is where in describing Cycle and Pedestrian Access under A1 it states "internal pedestrian and cycle routes will link into Newbury's existing accesses onto the A339 Newtown Road and Monks Lane".</p> <p>As previously described the current width of Monks Lane pavement is inadequate for pedestrians at peak times let alone cyclists, a situation exacerbated when the hedges are fully out. There is a strong safety case to segregate cycle ways from pedestrian paths and dedicated cycle ways need to be created from Monks Lane to the town centre if this mode of traffic is to be encouraged. Current Cycle Ways along the North end of Andover Road near the St John's roundabout are inadequate as they frequently have cars parked on them causing cyclists to have to come out into the road. The Newtown Road pavement is far too narrow with too many junctions to be used safely as a dual cycle way / footpath. Cycling provision needs to be significantly enhanced beyond the Sandleford development if it is indeed to be a sustainable development and funding found to achieve this.</p> <p>F Community Facilities and Services</p> <p>The Group are particularly concerned to ensure that sufficient provision is made for community facilities, and indeed given the stretched resource of current facilities that these are phased in early to the development. It is noted that the Local Centre is located in the southern half of the development which would suggest that it will be delivered later in the project. In particular:</p> <p>Provision of primary school educational facilities. The Group notes that the projections now require two two entry form primary schools which will result in a significant increase to the secondary school intake of Park House. Whilst the Group are satisfied that conversations are ongoing with Park House and that Park House are comfortable with being able to extend to accommodate the numbers on their existing land, there is a great deal less certainty about the location of the two primary schools or when they will be built. The phasing of these schools will be crucial and discussions need to be taking place with Falkland School if they are likely to have to accommodate early residents to the estate (and the fact that such students are unlikely to want to move once the new schools are open if they are already embedded at Falkland). Given the fact that Falkland have just introduced a third entry form for the first time any such phasing plans need to be discussed with them at the earliest opportunity.</p> <p>Extension of Park House School – whilst Park House are comfortable with the student projections and their ability to accommodate them through extension, the increase in student projections will result in significantly more vehicle movements from the estate as a result of after school activities and steps need to be taken to mitigate this.</p> <p>Early Years and Children's Centre provision for the new population. Again when is this going to be phased in as existing provision at Falkland School is at capacity.</p> <p>A space for indoor community use. The Group is very concerned that a single hall will be inadequate for a development of this size. Both St George's Community Hall and St Francis' are near capacity and the Wash Common and Greenham Scout Groups are oversubscribed. Given youth activities are in the evening they often conflict with other hall uses. At a minimum there needs to be a good size community</p>	<p>as part of the IDP. More will be considered as part of any Transport Assessment carried out to inform a planning application.</p> <p>Noted. However, the phasing of these will be dependent on the site, rather than phased to help address any wider deficiencies in the area. The final locations of facilities and services will be agreed through the planning application process. The phasing of the site will also be agreed through the planning application and is likely to be dependent on the final arrangements regarding accesses.</p> <p>Feasibility work is ongoing to discuss and agree the locations and format of primary school provision on site. The SPD sets out that the impact will need to be met from the occupation of the first dwelling; however discussions are underway with Falkland Primary School in case an interim solution is necessary.</p> <p>The traffic movements from Park House School will continue to be included in all transport assessment work for the site. Travel planning work will continue to help encourage walking and cycling to be seen as the normal mode of travel to school. There will need to be an access for walking and cycling direct from Sandleford into Park House. The phasing of this provision will be agreed through the planning application – education planning work is well progressed and has been carried out alongside the progression of the SPD. The Education team are fully engaged in the process.</p> <p>In terms of community use, the size of the provision will be appropriate for the size of the Sandleford scheme and is not expected to address existing deficiencies in the surrounding area.</p> <p>See response above. The expansion of Falkland Surgery is a requirement identified within the infrastructure plan for the site and discussions are underway regarding the best way to accommodate</p>

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			<p>hall with a separate building for youth activities.</p> <p>Health Care Facilities – Falkland Surgery as is could not accommodate the increase in patient numbers resulting from the Sandleford development. Whilst the current premises could be expanded this is likely to be at the expense of parking which is already an issue at the surgery (surgery stated that expansion needn't be at expense of parking space, but car park could not be expanded so pressure of parking would increase due to higher numbers). The alternative is for a split site which could be managed by the surgery however funding and land would be required to achieve this. Again we would urge planners to speak with the Surgery before completing the requirements of the SPD so that adequate funding is put in place out of the scheme.</p> <p>Post Office – the size of Sandleford and Wash Common combined would justify the presence of a new Post Office either within Sandleford or in the Wash Common Parade. This would again reduce the need for car journeys either to St John's Post Office or the main town PO. Whilst the PO is now an independent commercial organisation we would expect the Council/Developers to facilitate discussions with respect to opening a new facility in the vicinity.</p> <p>P Public Open Space and Recreation versus E Ecology and Wildlife</p> <p>The Group is very concerned to ensure that adequate facilities are provided to keep all ages of young entertained whilst also reducing the need for car journeys for after school activities and also preserving the ecology of the area. The SPD is very vague on all these areas.</p> <p>The location of the NEAP and the north LEAP would seem at odds with the ecological goals and should be located within the residential areas where there is likely to be better control over anti social behaviour, littering and destruction of the sensitive wetland valleys.</p> <p>Within the design there seems no provision for older children to go out and kick a ball around, and there would seem enormous scope to enhance sport provision at the Rugby Club to encompass all sports including a running track. This would have the dual benefit of providing facilities for older children whilst reducing the need for car journeys for after school activities. It will also reduce pressure on the country park and ecologically sensitive areas.</p> <p>Adequate provision in the park needs to be made for bins at regular intervals and their emptying.</p> <p>The Group supports the idea of community orchards and see the provision of allotments as essential given the likely limited size of individual gardens. However the SPD again is very vague on these matters as to size (how many allotments) and location. We would want the SPD to be much more definitive on these points.</p> <p>The Group also welcomes opening access to the Country Park but notes that bizarrely access points are given to most of the ancient woodlands whilst younger woodlands appear closed to access. Whilst clearly access to woodland is an essential part of the park it would seem sensible for some of the woodlands to be cordoned off in their entirety whilst other woodlands are "sacrificed" for communal use. As such it would seem logical that Crooks Copse to the north and Barn Copse to the west are made open access whilst measures are taken to preserve Stockett's Copse, High Wood and Dirty Ground Copse as non accessible woods for example.</p>	<p>the increase in patients and the additional requirements arising from this.</p> <p>There are no current plans for a post office on site; however this could be an option to be explored further through the planning application.</p> <p>The recreational requirements of the development have been assessed and their draft location agreed with the Council's ecologist, taking account of the best practice guidance provided by Fields in Trust (FIT). The outcome of this is set out within the SPD.</p> <p>There will be a Public Open Space strategy for the site, provided as part of any planning application. The final locations of the NEAP, LEAPs and LAPs will be discussed and agreed through the process of preparation of this strategy and the planning application process, taking these comments into account</p> <p>There is large potential for informal recreation of all kinds at the site as 60% of it will be undeveloped. This will be managed to ensure that it can be accommodated within the ecological and landscape capacity of the site.</p> <p>An SPD cannot be so specific and include this level of detail. Instead it sets the framework for the planning application and its supporting documentation such as the Country Park Management Plan which will provide the detail. This will take into account all of the evidence available.</p> <p>Noted. It is not possible to fence off woodlands for access. None of the woodlands are proposed to be closed to access, but the emphasis will be on managing access. In terms of opening up the woodland at the southern perimeter of the site, this is a matter to be explored further through the Country Park Management Plan. However, this woodland is not intended to be closed off in any way.</p>



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			<p>We would also suggest the opening of the woodland at the southern perimeter of the site to give access to the River Enborne.</p> <p>It is also understood that part of the motivation for the Park is to take pressure off Greenham Common for recreational use and as such what provision if any is being made for parking so that residential areas are not used for parking for visitors?</p> <p>R Renewable Energy</p> <p>This section of the SPD appears very weak. We would like to see a strong commitment to renewable energy that street design and roof layout will seek to maximise potential of use of photo voltaic panels, there should also be a commitment for the use of heat source pumps. In paragraph R3 we would prefer the wording to be changed to:</p> <p>“Design Coding/Design Principles will embody sustainable design and construction principles including the Code for Sustainable Homes in any future planning application as these evolve over the years.”</p>	<p>The matter of whether or not parking should be provided at the Country park is being discussed and depends on agreement over the role and function of this area of public open space.</p> <p>Noted.</p>
Dr Patrick Flynn		Section B: Vision and Strategic Objectives	<p>Single Comprehensive Planning Application</p> <p>A single planning application should be enforced. If developers are able to submit piecemeal plans for their own road systems and building developments, comprehensive planning for the whole site would be lost.</p> <p>Strategic Overview</p> <p>A strategic overview looking sufficiently far ahead is missing. The requirement for a single planning application for the entire Sandleford site should be strictly maintained, but planning must consider the whole Sandleford development from the northern boundary along Monks Lane down to the southern boundary along the River Enborne.</p> <p>An essential initial requirement is a plan for a circular main road entirely on the Sandleford development with a major all vehicle access to the large roundabout at the junction of A339 and B4640: this should be in place before any building starts. Two accesses to Monks Lane have been judged as sufficient to deliver the development, but a further access to A339 near the waste disposal site and a major access at the A339/B4640 roundabout would deliver all the access required for the whole development for the future.</p> <p>Warren Road</p> <p>A way through Warren Road as a main access for all traffic and buses is totally unacceptable. A pedestrian and cycle route from Sandleford along the existing public footpath would accord with the policy of West Berkshire for the provision of such routes and provide a safe route for children and parents walking to and from school.</p> <p>Newbury Town Council and the governing bodies of Park House School and Falkland Primary School oppose making Warren Road a principal access to Sandleford.</p> <p>All the pressure for developing Warren Road comes from Mr Norgate. A back door</p>	<p>Support noted.</p> <p>The SPD provides this long term framework for the development of the whole of the site throughout its build, and also includes linkages beyond the site.</p> <p>An access linking to the A339/B4640 roundabout is not proposed, and would have a landscape impact on the area designated as Country Parkland, which would be against Core Strategy Policy CS3.</p> <p>The consideration of alternative access points was largely in response to the earlier consultation when there was significant opposition to having only two main accesses onto Monks Lane. The Council wishes to explore the potential for an all vehicle access through Warren Road and access onto the A339 to assess the comparative effects of traffic flows from the site onto the surrounding highway network. The bus link would remain as part of any such option.</p> <p>Additional access points would also maximise the opportunities for permeability through the site. Any access will be designed with paramount regard to safety.</p> <p>The Council is aware of the technical challenges of the potential Warren Road access and would need to address the issues raised. If this access was to go ahead, it would be likely to be designed as a traffic signal junction which would enable a pedestrian crossing opportunity. There would need to be a wide range of highways improvements, with the solution dependent on the particular issue to be</p>

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			<p>addition to his planning proposal to demolish part of Park Cottage, proposed as an 'improvement' to Warren Road, would allow him to escape the single planning application requirement and build his own development. The suggestion that the road needs to be 'improved' to allow use by large vehicles is purely for his own benefit, and would encourage use by large vehicles to access the illegal industrial estate with no planning permission at Warren Farm (it is not a farm), which the West Berkshire Council has ordered to be shut down by 2017. Warren Road is fully satisfactory for use by residents as it is. No planning consent should be given for widening and opening out Warren Road.</p> <p>Detrimental Effects of Proposed All Vehicle and Bus Route along Warren Road</p> <p>The detrimental effects of widening and opening out of Warren Road and making it a principal access to Sandleford would be considerable for residents of the Warren Road / Andover Road locality.</p> <p>These effects include:</p> <ul style="list-style-type: none"> <li>• Possible forced purchase of residents' gardens.</li> <li>• Destruction of trees on Park House School boundary that should be protected.</li> <li>• Removal of valuable Park House School cricket field.</li> <li>• Creation of vehicular traffic dangerous to the safety of very young children, school pupils, parents and teachers. Large numbers of young children use scooters and small bicycles on their way to and from school and accompanying parents frequently have small toddlers below school age with them as they push prams with babies.</li> <li>• Creation of noise and pollution to residents of Warren Road and Sunley Close and to the school children at Park House.</li> <li>• Creation of a dangerous exit onto a busy road with an unacceptable increase in traffic. The junction of Warren Road with Andover Road does not meet the sight line requirements and one pedestrian has been knocked down by a vehicle turning left from Andover road into Warren Road.</li> <li>• Addition of extra traffic to a busy road that has two schools, a petrol station and small supermarket on it within a short distance with many people crossing.</li> <li>• Reduction of parking space for parents taking and collecting their children from school.</li> <li>• Danger and inconvenience from increase in vehicle traffic and noise to worshippers and social groups that use the facilities of two local churches. The Catholic church has a narrow entrance that would be dangerous with an increase in vehicle traffic.</li> <li>• A similar threat has been made to Kendrick Road.</li> </ul> <p>Construction Traffic</p> <p>There is a very large area of land available for the Sandleford development that can easily absorb all the construction traffic by a main site entrance at the A339/B4640 roundabout. It is important that the surrounding residential areas should be protected from the detrimental effects of the construction traffic that will be required over the whole course of the development by banning the use of any other accesses to construction traffic.</p>	<p>addressed.</p> <p>In terms of potential access, if it does go ahead, consideration will be given to only allowing general traffic to turn left when travelling out of the site. This would mean that traffic travelling north in the direction of Newbury Town Centre would not use this access and would not be adding to the traffic passing Falkland School and Park House School.</p> <p>The landowner has submitted a planning application to the council to improve access to New Warren Farm. This application has been approved, but there are no links between this application and Sandleford Park. The Council is required to assess each planning application on its own merits. (application 14/02416/FUL)</p> <p>Any planning application would be accompanied by a full Transport Assessment and Travel Plan (see Appendix 2 of SPD) which would assess the impact of the development on the local highway network as well as measures for encouraging the use of non-car modes of transport.</p> <p>There are no plans currently for any changes to Kendrick Road to enable access to the site.</p> <p>Details relating to construction traffic would be agreed, and conditioned, during the consideration of a planning application.</p>



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			<p>Bus Route on Warren Road</p> <p>There is no requirement or justification for a bus route along Warren Road. The suggestion that buses from Warren Road need to turn left on to Andover Road to provide a service to Andover is ridiculous as an argument for making Warren Road a principal access to Sandleford. Buses from the Sandleford development would leave via the planned accesses to Monks Lane and go to the bus and rail stations and the retail park via Newtown Road, Andover Road or Elizabeth Avenue. Pedestrians from Sandleford wishing to go to Andover could walk through to Andover Road to the bus stop outside Park House School and catch a bus to Andover, although it should be noted that local residents never see any passengers waiting there so the demand is negligible.</p> <p>Conclusion</p> <p>It is totally unacceptable to propose an all vehicle and bus route through Warren Road. The access from Sandleford should be restricted to a pedestrian and cycle route in accord with the planning precedent created by the large development at Wash Common which permitted only a pedestrian and cycle exit route through to Battery Road and Essex Street.</p> <p>This proposal is solely driven by Donnington Homes by the back door method of linking it to a proposed part demolition of Park Cottage and 'improvement' of Warren Road to allow them to proceed with a development separately from Sandleford and a road system not linked to Sandleford in direct contradiction of the single proposal requirement.</p> <p>All the statements from Donnington Homes regarding problems from large vehicles in Warren Road are without foundation. The few instances of passing problems concern large vehicles (sometimes with trailers) going to the illegal industrial estate at Warren Farm set up by Donnington Homes themselves. Their industrial development was set up without planning permission and West Berkshire Council has ordered its removal by 2017. There is no problem with passing in Warren Road except on rare occasions. Any difficulty can be resolved by one vehicle waiting momentarily for the other vehicle to pass.</p> <p>Warren Road is completely satisfactory as it is for the cars and other vehicles that serve the requirements of the existing residents. The proposed 'improvements' put forward by Donnington Homes have nothing to do with improving Warren Road. It is a plan to allow them to propose a housing development in the future not connected to Sandleford, which would change a quiet residential area into a full time busy road. At present Warren Road is chaotic at school starting and finishing times and any suggestion to add further traffic is unacceptable.</p> <p>Final comment</p> <p>Planners have a large area of land available at Sandleford, more than necessary to contain within the development all the necessary roads, buildings and facilities. The requirement for a single planning application should be enforced and not allow one developer to do things outside the confines of the development for his own advantage to the detriment of the existing residents of Warren Road, Andover Road and the local community.</p>	
Mr		Section D: The Site Context	Section D - Access - Sections 74 and 75	

Full Name	Company / Organisation	Section	Consultation Response	Council Response
Alastair Jarman			<p>Great emphasis has been made of the Andover bus needing to use Warren road and turn left into the A343. But in Section D - Access - Sections 74 and 75, there is NO mention of stage coach Buses 20 or X20 which leaves from the memorial by the gun at 7:10, 8:35, 10:40,12:50. 15:45,17:45 .</p> <p>The number 7 bus is also not listed and leaves at 0845 1045 1245 1545 1800 from outside Park house. It would seem logical that the bus approaching up the Andover road would turn left at the Gun / Bell roundabout, proceed into the furthest of the new monks lane access roundabouts into the Sandleford estate, proceed back out through the other Monks lane access roundabout and turn left back to the Gun roundabout for a left turn into the bus layby opposite the memorial. This would mean all the junctions and turning to be used would already be bus "friendly" and avoid ANY need to create a "technically challenging junction" when one is NOT required at the Warren road A343 junction, especially when one considers that only a handful of buses will be on this route during times of high traffic volume.</p>	<p>The text of the SPD will be updated to be more general in terms of bus provision, as there is potential for a number of changes to bus numbers/ routes to take place prior to the completion of the site. Paragraphs 74/75 change to say <u>A number of local buses run close to the site providing links to Newbury Town Centre and further afield, including a regular service to Basingstoke and Greenham Business Park.</u></p> <p>The Council is aware of the technical challenges of the potential Warren Road access and would need to address the issues raised. If this access was to go ahead, it would be likely to be designed as a traffic signal junction which would enable a pedestrian crossing opportunity. There would need to be a wide range of highways improvements, with the solution dependent on the particular issue to be addressed.</p> <p>In terms of potential access, if it does go ahead, consideration will be given to only allowing general traffic to turn left when travelling out of the site. This would mean that traffic travelling north in the direction of Newbury Town Centre would not use this access and would not be adding to the traffic passing Falkland School and Park House School.</p>
K Summers		Section D: The Site Context	<p>In section 44 under Location and context, the Tesco superstore is mentioned and Newbury retail park. However car parking congestion in the superstore and retail park is already quite severe at peak times with traffic queuing on the A339 and blocking the roundabout in order to access these facilities. Improving the roundabout will not help matters as the problem is the size and layout of the retail park car park and weight of traffic. 2,000 new homes will make this problem significantly worse.</p> <p>Again at peak times there is traffic queuing on the A339 in order to access the household waste recycling centre (HWRC). The impact of 2000 homes with very likely between 2000 and 3000 cars will greatly exacerbate this problem.</p> <p>In section 58 under Landscape the views from the B4640 (Newtown Straight) are mentioned and the visual assessment has concluded that the development will be obscured by mature trees. However the infrastructure to support 2000 new homes will obviously require night time street lighting. What action is being taken to reduce the impact of the light pollution which will be generated by this development and which will be visible from Newtown?</p> <p>In section 71 under "Access" and "The Highway Network" reference is made to the fact that the western end of Monks Lane leads to the Andover Road which gives access north east to Newbury town centre and gives access south west to the A34 and Andover. However when discussing the eastern end of Monks Lane which connects to the A339 it mentions that this gives access to the north to the town centre and south to Basingstoke and the M3. What it neglects to mention is that heading south on the A339 also gives you access to the A34. In fact from both of the proposed Monks Lane access points to the A34 junction at Tot Hill it is a shorter distance to travel via the A339 and B4640 than it is to travel on the A343 and one junction of the A34. For traffic heading south on the A34 it makes little sense to travel via the Andover road particularly as the speed limit is mainly 30mph and 40mph, whereas the A339 and B4640 are 50mph. This will be further compounded if, as is mentioned in the draft, a further access point to the development is created on the A339 itself. Nowhere in the document is there any analysis of the additional traffic projected to pass along the B4640.</p>	<p>The allocation of the site has been informed by four phases of Transport Assessment work, which has fed into the development of an Infrastructure Delivery Plan.</p> <p>Any planning application would be accompanied by a Transport Assessment and Travel Plan (see Appendix 2 of SPD) which would assess the impact of the development on the local highway network as well as measures for encouraging the use of non-car modes of transport.</p> <p>There has been additional Transport Assessment work carried out since the site was allocated and more is being undertaken by the Council to provide the necessary detail to assess any planning application.</p> <p>Street lighting will need to comply with the guidance in the Quality Design SPD</p> <p>An assessment of the Traffic distribution into Hampshire has been carried out and is available on the Council's website (<a href="http://www.westberks.gov.uk/sandleford">www.westberks.gov.uk/sandleford</a>)</p>
Mr Alastair Jarman		Section E: Community Engagement	Since the Community Engagement consultation in 2009 there have been a number of changes and the link <a href="http://www.westberks.gov.uk/sandleford">www.westberks.gov.uk/sandleford</a> . appears to be broken so unable to reference	The link was tested prior to, and during, the consultation and was active each time it was tested.
Mr Alastair		Section F: Development Principles	Objection to Section F- A. Access and movement.	The consideration of alternative access points was largely in response to the earlier consultation when there was significant opposition to having only two main accesses onto Monks Lane. The Council wishes to explore the potential for an all vehicle access through Warren Road and access onto the

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Jarman			<p>By requesting Donnington New Homes to investigate an "All Vehicular Access" to Warren road, WBC have created an environment where this developer who has been purchasing property and land over time, to be in a position where he may believe he can have his "own" access to the "Sandleford Development", and may have "inadvertently" facilitated the fallout between the 2 groups of land Owners. Why would a land owner spend so much of his own money unless he was confident of the outcome? This could raise concerns as to whether this process has any truly democratic or independent credibility, and lead to a loss of confidence in the development as a whole before it even starts.</p> <p>I have seen no vehicle emission studies carried out into the effects of queuing traffic adjacent to the schools bordering this development. The permanent monitoring station by the "Burger King" roundabout has failed to meet emission regulations a number of times. What will be the predicted amount of emissions based on the increased traffic volume and movement (or queuing)?</p> <p>With a predominate SW wind direction the emissions from additional traffic along Warren road and Andover road will be carried across the school grounds and ALL traffic emissions may add to the pooling in the natural lower ground around the burger king and St Johns road area.</p> <p>The Saturn Traffic flow modelling does not include sufficient detail to cover the effect of "Rat runs", I have seen this Modelling carried out by other councils where "Rat runs" have been included in the modelling. Rupert road, Falkland road, Battery end, Elizabeth Avenue, Conifer crest, Wash water and Foxs lane could all be used by this additional traffic but have not been modelled. Traffic heading south may impact on roads for which Hampshire hold responsibility, I would have thought they would want to be assured of the greatest possible precision in the data.</p> <p>By making Warren Road All vehicular access Sandleford will have NO "Sustainable transport" credibility, and NO truly segregated transport routes. Even the current "cycle and foot paths" suffer from protruding hedgerows, leaf litter and pedestrians with no awareness, usually due to earphone use, of the presence of cyclists. One member of our cycle club (Newbury RC) was knocked off in Newbury just before Christmas and is still recovering. I cannot believe that the local authority would be prepared to allow the interests of developers take priority over the safety and wellbeing of a neighbourhood and community.</p> <p>There is NO reason for a bus link to exit Warren road and turn left to Andover, I have seen a letter stating that such a route would be desirable, but there was a comment on the edge of the letter saying "is this what you wanted", at least 2 other people have seen this letter. I do not believe this was for any other purpose but to "add weight" to the creation of an "All vehicular access". I have made an additional comment about the "required bus route" in the relevant section.</p> <p>I will once again restate: There is NO VALID REASON to make Warren road a vehicle access point for the Sandleford development, it is a junction with a high footfall of vulnerable "Non car" users at a time when traffic levels will be at their maximum.</p> <p>The original Adopted plan with 2 accesses on Monks lane can fully support the development. This would of course require the land owners to work together and deliver a Single application, as materials would require transporting across each owners land</p>	<p>A339 to assess the comparative effects of traffic flows from the site onto the surrounding highway network. The bus link would remain as part of any such option.</p> <p>Any planning application would be accompanied by a Transport Assessment and Travel Plan (see Appendix 2 of SPD) which would assess the impact of the development on the local highway network as well as measures for encouraging the use of non-car modes of transport.</p> <p>The allocation of the site has been informed by four phases of Transport Assessment work, which has fed into the development of an Infrastructure Delivery Plan.</p> <p>There has been additional Transport Assessment work carried out since the site was allocated and more is being undertaken by the Council to provide the necessary detail to assess any planning application.</p> <p>The Council has an Air Quality Management Area Action Plan (AQMP AP) for the Burger King roundabout to work to improve air quality at the roundabout. Implementation of the Action Plan will continue to improve air quality at this roundabout.</p> <p>The Council is aware of the technical challenges of the potential Warren Road access and would need to address the issues raised. If this access was to go ahead, it would be likely to be designed as a traffic signal junction which would enable a pedestrian crossing opportunity. There would need to be a wide range of highways improvements, with the solution dependent on the particular issue to be addressed.</p> <p>In terms of potential access, if it does go ahead, consideration will be given to only allowing general traffic to turn left when travelling out of the site. This would mean that traffic travelling north in the direction of Newbury Town Centre would not use this access and would not be adding to the traffic passing Falkland School and Park House School.</p>

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			<p>Additional comments and concerns</p> <p>The Sainsbury's petrol station and shop has been a major concern of pedestrian safety since opening, several near misses and hits have occurred already. It has created an area of sensory overload for car drivers, cyclists and pedestrians alike, even at current traffic levels. In particular Vehicles travelling north on the A343, or exiting from Falkland lane and indicating left; pedestrians are unsure if the turn is to be made into the Petrol station, Falkland road or onto the A343.</p> <p>By placing a junction by the Waste Recycling Centre (WRC) and moving cars south toward the Tothill intersection, commuters would have the option of taking on fuel at the station service area junction. This may reduce the number of fuel trips made by the new Sandeford residents to the Andover road facility.</p> <p>If the proposed "No Right Turn" from Warren road was enforced then traffic from Warren road would have to turn left, cut around Conifer crest and either come up Falkland drive, before making the dangerous (for pedestrians) swing left into Sainsbury's, or come back down Andover road and have to turn across oncoming traffic (while watching for pedestrian's, hopefully).</p> <p>The 50mph limit around the Wash water junction should be reduced to 30mph, it makes little sense to allow traffic to increase to this speed approaching a near blind junction, even more so at increased traffic levels.</p> <p>I hope Sainsbury's will be consulted with regard to the safety implications of the increased traffic before more accidents occur.</p> <p>Yet again this "consultation" has taken place over a time period when interest AND time is limited.</p>	<p>Once the Council receives the planning application for the site all neighbours of the site will be consulted (within 100m) and site notices put up, in line with national guidance.</p> <p>The consultation period on the updated SPD lasted seven weeks, one week more than the required statutory consultation period. All consultees who had previously expressed an interest in the site were notified by email or letter of the start of the consultation period.</p>
Mr Alastair Jarman		Section F: Development Principles	<p>I agree that ONLY a single planning application be acceptable.</p> <p>Separate applications will see developers trying to "cut the cake" in their own financial interest.</p>	Support noted
Mr Alastair Jarman		Section F: Development Principles	<p>Agree Single planning application</p> <p>Council Document REF SG/ns/HP07098 was an objection from the owners of Sandeford Park to the race course development and the last paragraph reads.</p> <p>"Accordingly the planning application should be refused planning permission and the Newbury Racecourse site considered through the correct vehicle of the Core Strategy, which will allow this site to be considered in the context of its strategic impact alongside the competing sites to ensure the Core Strategy delivers a cohesive spatial strategy for West Berkshire and all issues including direction of growth, infrastructure and community provision are considered in a comprehensive rather than piecemeal approach."</p> <p>If Sandeford Park owners objected to the planning application of Newbury race course being piecemeal then they should be prepared to work to the same principles on their own site. No piecemeal applications.</p>	Support noted
Mrs Lynne		Section F: Development Principles	<p>A. Access and Movement.</p> <p>I have no objection to a further access for all vehicles onto A339. Close to the</p>	The consideration of alternative access points was largely in response to the earlier consultation when there was significant opposition to having only two main accesses onto Monks Lane. The Council wishes to explore the potential for an all vehicle access through Warren Road and access onto the



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Widdop			<p>HWRC as this road was supposed to be the main route in and out of Newbury from the bypass, once it was built, not the Andover road.</p> <p>I do not think there should be an all vehicle access onto the Andover Road via Warren Road (a dead end at present) runs alongside Park House and joins the Andover Road opposite Falkland Primary School and St Georges Church. It is already Chaotic at school starting and finishing times and the idea of cars from a further 2,000 houses joining the melee is unimaginable.</p> <p>By all means have pedestrian and cycle access to the site and if absolutely necessary bus access - all of which encourages people away from car use but this will only happen if cars cannot use this access route. Car access via Warren Road is unnecessary as facilities are within cycle and walking distance and cars will cause pollutions and endanger pedestrians and cyclists and the stated plan is to create a bike and pedestrian friendly site.</p>	<p>A339 to assess the comparative effects of traffic flows from the site onto the surrounding highway network. The bus link would remain as part of any such option.</p> <p>There has been additional Transport Assessment work carried out since the site was allocated and more is being undertaken by the Council to provide the necessary detail to assess any planning application.</p>
Dr John Stather		Section F: Development Principles	<p>Site Development</p> <p>The September 2013 Planning Document was intended as a framework for the future development of the whole of the Sandleford Park Site and to set out planning and design principles and requirements for the land and buildings. Ultimately this will be a very substantial site with up to 2000 homes and clearly great care needs to be given by WBC to ensure proper control of how the site is developed.</p> <p>What now concerns WBC is that the developers and landowners are moving to put in separate plans for various parts of the Sandleford Park Site rather than an integrated proposal. The strategic plan given in the present (December 2014) consultation document shows how the council wish to have a single comprehensive planning application for the whole site. In addition to housing this will include roads, local infrastructure and services, play areas for all ages, a new primary school, open spaces and extensive green areas and linkages across the site. In addition management of existing woodland areas and planting of new woodland areas is addressed. In my view, if the developers are able to submit piecemeal plans many of the sensible, well considered and far sighted development proposals prepared by WBC could be diluted, or just lost, and the whole area simply become carpeted with ever more houses. This would be to the detriment of both those living or working at the Sandleford Park Site and to the wider community of Newbury. Of paramount importance in the early stages of this development will be the provision of a proper road structure on the Sandleford Site with suitable access to local roads.</p> <p>I strongly support the need for a single comprehensive planning application for the whole of the Sandleford Park Site.</p> <p>Warren Road</p> <p>The December 2014 consultation document also considers access to the Sandleford Park Site. This may not have been thought through sufficiently when the September 2013 planning document was prepared. Originally the principle access for vehicles was planned from Monks Lane although other options were considered possible. The Council has asked for all vehicle access from Warren Road onto the A343 (Andover Road) and for access on to the A339 close to the Household Waste Recycling Centre (HWRC) to be examined. The main access to the site should clearly be from Monks Lane and some access from near the HWRC may also be possible.</p>	<p>Support noted</p> <p>The consideration of alternative access points was largely in response to the earlier consultation when there was significant opposition to having only two main accesses onto Monks Lane. The Council wishes to explore the potential for an all vehicle access through Warren Road and access onto the A339 to assess the comparative effects of traffic flows from the site onto the surrounding highway network. The bus link would remain as part of any such option.</p> <p>The Council is aware of the technical challenges of the potential Warren Road access and would need to address the issues raised. If this access was to go ahead, it would be likely to be designed as a traffic signal junction which would enable a pedestrian crossing opportunity. There would need to be a wide range of highways improvements, with the solution dependent on the particular issue to be addressed.</p>



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			<p>An all vehicle access point onto the Andover Road from Warren Road would, however, result in substantially more cars, heavy lorries and other vehicles joining an already very busy road. Clearly the present road could not support this type of traffic flow and major alterations would need to be made either to the grounds of Park House School and its trees or to the gardens of houses in Warren Road, or both. How such an access point, directly opposite the entrance to Falkland School as well as being near to Park House School, can even be considered is alarming and would be a fundamental mistake. Consideration of this access option would seem to reflect the aspirations of just one developer to have a separate access point for his own building site. Warren Road, as it is at present, serves local needs well and should be left as it is.</p> <p>I understand that Newbury Town Council, as well as the governing bodies of Park House School and Falkland Primary School oppose making Warren Road an all vehicle access to the site. I also oppose such a plan. It would be just plain folly to consider allowing such all vehicle access on to Andover Road from the Sandleford Development. The area around the two schools is very busy with traffic in the morning and evening and changes to the road system that would endanger children going to and leaving school, should not be considered further.</p> <p>Summary</p> <p>I support the WBC proposal for a single integrated and comprehensive scheme for Sandleford Park to be submitted by all the developers together. This is the only way that the structure plan envisaged for those living and working on the Sandleford Site and for the wider Newbury community can be effectively delivered in its entirety. Piecemeal development plans put forward by individual developers must be resisted.</p> <p>The proposal for an all vehicle access to the Sandleford Site by way of Warren Road from the A343 would cause considerable disruption to Park House School grounds and to local properties. It would put much more traffic onto an already busy road and put school children at a greatly increased risk of harm. It is quite unnecessary and should not be pursued further.</p>	<p>In terms of potential access, if it does go ahead, consideration will be given to only allowing general traffic to turn left when travelling out of the site. This would mean that traffic travelling north in the direction of Newbury Town Centre would not use this access and would not be adding to the traffic passing Falkland School and Park House School.</p> <p>Any planning application would be accompanied by a Transport Assessment and Travel Plan (see Appendix 2 of SPD) which would assess the impact of the development on the local highway network as well as measures for encouraging the use of non-car modes of transport.</p> <p>Additional transport assessment work carried out by the Council has indicated that additional all vehicle accesses to Warren Road and the A339 would reduce the overall traffic impact of the site and improve circulation and permeability of the site.</p> <p>There has been additional Transport Assessment work carried out since the site was allocated and more is being undertaken by the Council to provide the necessary detail to assess any planning application.</p>
Miss Airlie Dyson		Section F: Development Principles	<p>Landscape and visual assessment</p> <p>Properties in Wash Common have views into the westernmost part of the Sandleford site. Development close to the site boundary should be avoided. Please ensure that the mature trees and overgrown hedgerows along Kendrick Road are retained.</p> <p>Vehicular access</p> <p>There is a proposal to upgrade the access to Sandleford Park through Warren Road to all vehicles. For this to be achieved, land would have to be taken from Park House School (which is expected to accommodate extra students from the development), Andover Road is already over capacity at peak times due to two schools and a petrol station/grocery store. Additional traffic from Sandleford Park will increase the congestion.</p>	<p>The Council is aware of the technical challenges of the potential Warren Road access and would need to address the issues raised. If this access was to go ahead, it would be likely to be designed as a traffic signal junction which would enable a pedestrian crossing opportunity. There would need to be a wide range of highways improvements, with the solution dependent on the particular issue to be addressed.</p> <p>In terms of potential access, if it does go ahead, consideration will be given to only allowing general traffic to turn left when travelling out of the site. This would mean that traffic travelling north in the direction of Newbury Town Centre would not use this access and would not be adding to the traffic passing Falkland School and Park House School.</p> <p>Any planning application would be accompanied by a Transport Assessment and Travel Plan (see Appendix 2 of SPD) which would assess the impact of the development on the local highway network as well as measures for encouraging the use of non-car modes of transport.</p>
Ms Lisa Bullock	Network Rail	Section G: Delivery and Implementation	<p>Network Rail has been consulted by West Berkshire Council on the amendments made to Sandleford Park draft Supplementary Planning Document (SPD). Thank you for providing us with this opportunity to comment on this Planning Policy document. This email forms the basis of our response to this consultation request.</p> <p>Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates,</p>	Comments are noted.

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			<p>maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure. In this regard, please find our comments below.</p> <p>Following our previous comments made on 3/5/13 by Barbara Morgan the council published their response to them via Section G; Appendix 3; and general comments on the whole document. This response concluded that the SPD would set out the requirement for funding for rail improvements in particular the comments implied that the SPD would be amended to make clear that a Transport Assessment will be required to accompany the application. There is no alteration to this and therefore we are happy to accept the proposed amendments. I would however like to reiterate the following additional comments already provided by Network Rail.</p> <p>Level Crossings</p> <p>Development proposals' affecting the safety of level crossings is an extremely important consideration for emerging planning policy to address. The impact from development can result in a significant increase in the vehicular and/or pedestrian traffic utilising a crossing which in turn impacts upon safety and service provision.</p> <p>As a result of increased patronage, Network Rail could be forced to reduce train line speed in direct correlation to the increase in vehicular and pedestrian traffic using a crossing. This would have severe consequences for the timetabling of trains and would also effectively frustrate any future train service improvements. This would be in direct conflict with strategic and government aims of improving rail services.</p> <p>In this regard, we would request that the potential impacts from development affecting Network Rail's level crossings, is specifically addressed through planning policy as there have been instances whereby Network Rail has not been consulted as statutory undertaker where a proposal has impacted on a level crossing. We request that a policy is provided confirming that:</p> <ul style="list-style-type: none"> <li>The Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway:</li> </ul> <p>Schedule 5 (f)(ii) of the Town &amp; Country Planning (Development Management Procedure) order, 2010 requires that... "Where any proposed development is likely to result in a material increase in volume or a material change in the character of traffic using a level crossing over a railway (public footpath, public or private road) the Planning Authority's Highway Engineer must submit details to both Her Majesty's Railway Inspectorate and Network Rail for separate approval".</p> <ul style="list-style-type: none"> <li>Any planning application which may increase the level of pedestrian and/or vehicular usage at a level crossing should be supported by a full Transport Assessment assessing such impact: and</li> <li>The developer is required to fund any required qualitative improvements to the level crossing as a direct result of the development proposed.</li> </ul> <p>Planning Applications</p>	

Full Name	Company / Organisation	Section	Consultation Response	Council Response
			<p>We would appreciate the Council providing Network Rail with an opportunity to comment on any future planning applications should they be submitted for sites adjoining the railway, or within close proximity to the railway as we may have more specific comments to make (further to those above).</p> <p>We trust these comments will be considered in your amendment of the Supplementary Planning document.</p>	
Patrick Blake	Highways Agency	Sandleford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan – Appendix 3	<p>The HA is an executive agency of the Department for Transport (DfT). We are responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport. In the case of Sandleford Park this relates to the A34 and M4 Junction 13. We would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth without careful consideration of mitigation measures. It is important that the SPD provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure in place.</p> <p>When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. The HA in general, will support proposals that consider sustainable measures which manage down demand and reduces the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort.</p> <p>For background, you may be interested to read the Department for Transport Circular 2/2013 (The Strategic Road Network and the Delivery of Sustainable Development) which sets out the way the Highways Agency will engage with communities, local authorities, and the development industry to deliver development and, thus, economic growth, whilst safeguarding the primary function and purpose of the strategic road network. Please see the following link:  <a href="https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development">https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development</a></p> <p>We have reviewed the consultation. It is noted that in Appendix 3, an improvement to the A34/A343 South junction is identified as critical infrastructure to enable development at Sandleford Park. We would welcome further discussion on the need for and impact of such an improvement. We welcome the requirements in Appendix 4, particularly the need for a transport assessment and travel plan to support proposals. In addition we would strongly recommend that a Construction Traffic Management Plan is included as a planning application requirement.</p> <p>I hope this is helpful and I look forward to continued involvement with the Sandleford Park SPD.</p>	<p>The allocation of the site has been informed by four phases of Transport Assessment work, which has fed into the development of an Infrastructure Development Plan.</p> <p>Comments relating to the A34 are noted, and discussions will take place as part of the pre application or planning application process.</p> <p>The requirement for a Construction Traffic Management Plan to be submitted as part of the planning application will be added to the list in Appendix 4.</p>
Mr David Wilson	Savills (on behalf of Thames Water)	Sandleford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan – Appendix 3	<p>Thames Water Utilities Ltd (Thames Water) Property Services function is now being delivered by Savills (UK) Limited as Thames Water's appointed supplier. Savills are therefore pleased to respond to the above consultation on behalf of Thames Water.</p> <p>As you will be aware, Thames Water are the statutory water and sewerage undertaker for the West Berkshire District and are hence a "specific consultation body" in accordance with the Town &amp; Country Planning (Local Planning) Regulations 2012. In this context we have the following comments on the Amended Sandleford Park SPD on behalf of Thames Water:</p> <p>Thames Water support the reference to the need to upgrade wastewater infrastructure in Appendix 3 and the need to submit a 'foul sewage and utilities assessment' in Appendix 4. However, Thames Water consider that there needs to</p>	<p>The IDP is updated regularly and discussions will take place between the Council and Thames Water prior to the next IDP.</p> <p>Thames Water will be consulted at the pre application or application stage on the water/waste water proposals for the site. It is expected that the utilities assessment in Appendix 4 will include a water supply infrastructure assessment.</p>

Full Name	Company / Organisation	Section	Consultation Response	Council Response
			<p>be clearer reference/guidance on the need for water supply infrastructure to serve the development..</p> <p>New development should be co-ordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure. Paragraph 156 of the National Planning Policy Framework (NPPF), March 2012, states: “Local planning authorities should set out strategic policies for the area in the Local Plan. This should include strategic policies to deliver:.....the provision of infrastructure for water supply and wastewater....”</p> <p>Paragraph 162 of the NPPF relates to infrastructure and states: “ Local planning authorities should works with other authorities to: assess the quality and capacity of infrastructure for water supply and wastewater and its treatment.....take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”</p> <p>The new web based National Planning Practice Guidance (NPPG) published in March 2014 includes a section on ‘water supply, wastewater and water quality’ and sets out that Local Plans should be the focus for ensuring that investment plans of water and sewerage/wastewater companies align with development needs. The introduction to this section also sets out that “Adequate water and wastewater infrastructure is needed to support sustainable development” (Paragraph: 001, Reference ID: 34-001-20140306).</p> <p>Thames Water therefore consider that the SPD should also include specific reference to the need for the provision of water infrastructure to service development, in addition to wastewater/sewerage infrastructure. This is necessary because it will not be possible to identify all of the water infrastructure required over the plan period due to the way water companies are regulated and plan in 5 year periods (Asset Management Plans or AMPs).</p> <p>Such reference is required to ensure the infrastructure is provided in time to service development to avoid unacceptable impacts associated with water shortages with associated low pressure water supply problems.</p> <p>In order to ensure that the water supply and drainage requirements of development proposals are understood and that any upgrade requirements are identified, all developers should be encouraged to contact Thames Water Developer Services in advance of the submission of planning applications.</p> <p>Thames Water recommend that developers engage with them at the earliest opportunity to establish the following:</p> <ul style="list-style-type: none"> <li>• The developments demand for water supply infrastructure both on and off site and can it be met;</li> <li>• The developments demand for wastewater infrastructure both on and off site and can it be met; and</li> <li>• The surface water drainage requirements and flood risk of the development both on and off site and can it be met.</li> </ul> <p>In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and wastewater infrastructure. Where there is a capacity constraint and no improvements are programmed by Thames Water, then the developer needs to contact Thames Water to agree what improvements are</p>	



Full Name	Company / Organisation	Section	Consultation Response	Council Response
			<p>required and how they will be funded prior to any occupation of the development.</p> <p>Information for Developers on water/wastewater infrastructure can be found on Thames Water's website at: <a href="http://www.thameswater.co.uk/home/11425.htm">http://www.thameswater.co.uk/home/11425.htm</a></p> <p>Or contact can be made with Thames Water Developer Services by:</p> <p>Post at: Thames Water Developer Services, Reading Mailroom, Rose Kiln Court, Rose Kiln Lane, Reading RG2 0BY; Telephone on: 0845 850 2777; Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a></p> <p>Thames Water has limited powers under the Water Industry Act 1991 to prevent connection to its network ahead of infrastructure upgrades. Therefore, Thames Water relies heavily on the planning system to ensure infrastructure upgrades are provided ahead of development either through phasing and Local Plan policies, or the use of Grampian style conditions attached to planning permissions.</p> <p>Thames Water recommends that all new dwellings should meet the water usage targets set out in the Code for Sustainable Homes code 3 rating as a minimum.</p>	
David Kiff		Sandleford Park Supplementary Planning Document – Proposed amendments December 2014	<p><b><u>Section B – Strategic Objective</u></b></p> <p>Para 2 still only identifies the 2 principal vehicular access into the Monks Lane plus a bus route along Warren Road, with other accesses from the A339 and Warren Road to be explored. I note that figure 4 of Section D has now acquired Potential Access Arrows from the A339 and Warren Road but no attempt has been made to develop these accesses, as indicated in figure 7 of Section F showing the access and movement framework - the A339 'arrow' points towards the Ancient Woodlands with no link to the indicative Access Routes! The Text in Section F –A.1 still refers to principle vehicular accesses into the site will be from Monks Lane. My impression was that the Memo prepared by the Highways Development Control Team, dated May 2<sup>nd</sup> 2013 had 'explored' the potential accesses from the A339 and Warren Road in some detail with recommendations as to their inclusion in the overall Master plan. The comments in my submission of 12th September 2014 generally concurred with these findings and highlighted the challenges of connecting all four access into the local road network. Why has no further progress been made on this issue?</p> <p><b><u>Section B Vision and Strategic Objectives</u></b></p> <p>The Vision mission Statement talks about 'sustainable' design and construction techniques to mitigate against climate change and minimize Co2 emissions but makes no reference to reducing pollutions from vehicle emissions caused by traffic congestion. With 1500 homes at the Racecourse Development and now the Faraday Road Development, with its proposed signalized 'T' junction off the A339, traffic congestion and pollution is bound to increase and to add a further 2000 houses at Sandleford will make the situation intolerable. It is reported that the pollution monitoring station on the A339 at the St John's Road/ Queens Road junction in 2012 was measuring 55.9 mcg of No2, which is considerably higher than the 40mcg limit set by the World Health Organisation. This is in contravention of a European Court of</p>	<p>The maps and plans within the SPD are indicative only. The detailed site layout, including the location of roads, will be a matter to be determined through the planning application process.</p> <p>The consideration of alternative access points was largely in response to the earlier consultation when there was significant opposition to having only two main accesses onto Monks Lane. The Council wishes to explore the potential for an all vehicle access through Warren Road and access onto the A339 to assess the comparative effects of traffic flows from the site onto the surrounding highway network. The bus link would remain as part of any such option.</p> <p>The Council is aware of the technical challenges of the potential Warren Road access and would need to address the issues raised. If this access was to go ahead, it would be likely to be designed as a traffic signal junction which would enable a pedestrian crossing opportunity. There would need to be a wide range of highways improvements, with the solution dependent on the particular issue to be addressed.</p> <p>In terms of potential access, if it does go ahead, consideration will be given to only allowing general traffic to turn left when travelling out of the site. This would mean that traffic travelling north in the direction of Newbury Town Centre would not use this access and would not be adding to the traffic passing Falkland School and Park House School.</p> <p>There has been additional Transport Assessment work carried out since the site was allocated and more is being undertaken by the Council to provide the necessary detail to assess any planning application.</p> <p>The Council have declared an Air Quality Management Area around the Burger Kind roundabout. An Action Plan has been developed to reduce emissions at the roundabout, and implementation of this is ongoing.</p>

Full Name	Company / Organisation	Section	Consultation Response	Council Response
			<p>Justice ruling that No2 levels must be reduced to levels below limits set out in the Air Quality Directive.</p> <p><b>Sections A</b> – Para II – Sustainability Appraisal states that the Sandleford Development has been subjected to a sustainability appraisal. The Council concluded that a Strategic Environmental Assessment was not needed because it has demonstrated that there will be <u>no significant environmental effects</u> as a result of the S.P.D. I fail to see how the traffic and pollution generated by the provision of an additional 2000 houses can be deemed to have no environmental effects in the light of the current pollution levels noted above</p> <p><b>Section F</b> – A3 – Sandleford Park will promote alternative forms of transport to the private car. This refers to Appendix 2 – Site Travel Plan Requirements for Sandleford Park which sets out the onus to be placed on the Developer to find alternative modes of travel to the car in the form of subsidies applicable during and beyond the total development period (10 – 20 years +!). For instance, at what point does the developer have to provide the bus service – 15minute interval at peak periods – after the construction of 10, 50,100 or 200 houses? – If it is not implemented at the <u>outset</u> travellers will have to revert to alternative transport i.e. <u>the car</u>. I do not see this happening! – It is unlikely to have any <u>major</u> impact on the number of private and commercial vehicle journeys generated by the development</p> <p><b>Section D</b> - Para 109 – Notes the additional traffic levels will <u>potentially</u> affect Monks Lane, Newtown Road, A339 and Andover Road – rather than potentially they will <u>certainly</u> affect these roads</p> <p><b>Appendix 3</b> – Infrastructure Delivery Plan – Critical and Necessary Infrastructure makes glib reference to numerous roads junction improvements to the road network that will be required to accommodate the proposed development but without any details of the scope or implementation, as noted in my previous submissions of 12<sup>th</sup> September 2014. <u>No</u> additional information has been included as to how this is to be achieved</p> <p><b>Appendix 4</b> – Planning Application Requirements – There are headings Design and Access Statement and Transport Assessment – will these cover the matters discussed above in terms of site access connections to the existing road network and further afield the necessary improvements to the road network around Newbury? If <u>not</u> these need to be added to the Planning Application Requirements.</p> <p><b>Appendix 1</b> – Sandleford Strategic Site Allocation – 5<sup>th</sup> bullet point – Only 2 vehicular accesses will be provided off Monks Lane – no mention of connections to the Andover Road (a343) and the A339?</p> <p><b>The Plus Points!</b></p> <p><b>Section F</b> – The inclusion of the Woodland Buffer Zones on Figure 13 Master Plan Framework and the emphasis on the Valley and Wetland corridors will help to provide an integrated wildlife habitat and is to be commended.</p> <p><b>Section G</b> – Delivery and Implementation Planning Application – Para 133. The emphasis on a <u>single</u> Planning Application for the <u>whole</u> site is to be commended. Piecemeal development leading to fragmented infrastructure is to be resisted at all costs! (local reports suggest that one landowner is attempting to go down this route already!)</p>	<p>A SA/SEA Screening Report was carried out to assess whether an SEA was required for the SPD. It was determined that a SA/SEA was not required for the SPD as it has been demonstrated through the SA/SEA for the Core Strategy that there will be no significant environmental effects as a result of the SPD. This decision was ratified by the three statutory consultees. The SA/SEA for the Core Strategy was subject to public consultation and independently examined by an Inspector.</p> <p>Any planning application would be accompanied by a full Transport Assessment and Travel Plan which would assess the impact of the development on the local highway network as well as measures for encouraging the use of non-car modes of transport.</p> <p>It is essential that the provision of infrastructure is in a timely and coordinated manner that keeps pace with development to ensure the viability of the site is not compromised. There are cases when the infrastructure will be required in advance of houses being occupied and these phasing arrangements will be agreed as part of the pre-application / planning application process.</p> <p>The paragraph states that ‘ Development of the site will result in additional traffic loads particularly affecting Monks Lane; the A339 and Andover Road (A343)’</p> <p>The IDP is a living document which is updated periodically throughout the plan period to reflect any changes in circumstances which may result in changes in infrastructure requirements. The detailed implementation of the infrastructure required to support the site will be a matter for the planning application process.</p> <p>There has been additional Transport Assessment work carried out since the site was allocated and more is being undertaken by the Council to provide the necessary detail to assess any planning application.</p> <p>The Transport Assessment will include details of site access connections to the existing road network.</p> <p>Appendix 1 sets out the Core Strategy Policy for the development of Sandleford Park. The SPD can only elaborate on existing policy, any additional accesses will be a matter for negotiation through the planning application process.</p> <p>Noted</p> <p>Support noted</p>

Full Name	Company / Organisation	Section	Consultation Response	Council Response
			<p>Para 144 now includes the detail of the phasing of the development, which is another ' <u>must</u> '! – Although it needs to include the strategy for implementation of the connection of the various road accesses to the local road network and the wider requirements of the improvements to the road network around Newbury.</p> <p><b>Note</b> There seems to be a problem on the KEY to all figures showing the Valley and Wetland Corridor – the symbol is 'missing'!</p> <p>I trust the above will be of assistance when considering the wisdom of building 2000 houses at Sandleford Park with all its attendant problems of impact on the environment of South Newbury.</p>	<p>Phasing of the development is a matter for the planning application.</p> <p>Noted – this will be amended.</p>

**Table 2 – Schedule of Proposed Amendments to Sandford Park SPD Proposed Amendments December 2014 following consultation in December 2014 – January 2015**

The table below sets out the proposed amendments in the conventional form of strikethrough for proposed deleted text and underlining for the proposed addition of any new text.

Please note the Sections referred to in the table below relate to the Sandford Park SPD Proposed Amendments December 2014 version of the document.

	<b>Section of amended SPD (Dec 2014)</b>	<b>Proposed Amendment</b>	<b>Reason for amendment</b>
1.	Throughout document	Amend paragraph numbers to reflect any removal / addition of text	Formatting amendment.
2.	Section D; Paragraph 74	<p>Delete paragraph as follows:  <del>Bus services 3A, 3B and 3C are within 400 metres of the site running along the A339 Newtown Road approximately every 45 minutes. These services run between Newbury town centre and new Greenham Park; the 3A offers a route around western Newbury and runs along Monks Lane itself while the 3B and 3C offer a route around eastern Newbury including access to the Tesco superstore.</del></p> <p>Replace with:  <u>A number of local buses run close to the site providing links to Newbury Town Centre and further afield, including a regular service to Basingstoke and Greenham Business Park.</u></p>	Amendment made to remove reference to specific bus services to ensure longevity of the document as bus services can change over time.
3.	Section F; Principle L4, part (g)	<p>Delete the following text:  <del>'It is therefore preferable to keep all such runs out of RPAs.'</del></p> <p>Replace with:  <u>All such runs must therefore be kept out of RPAs except where the Council has provided prior written approval</u></p>	Amendment made to strengthen the protection for RPAs.
4.	Section F; Character Area CA7. Valley Crossing	<p>Insert text:  <u>Should additional valley crossings be required the above design principles will apply.</u></p>	Amendment made to ensure appropriate protection for all valley corridors within the site.
5.	Appendix 4: Planning Application Requirements	<p>Add the following text to the list of planning application requirements:</p> <p><u>Construction Traffic Management Plan</u></p> <p><u>Superfast Broadband Strategy Statement</u></p>	Amendment made to ensure construction traffic is properly management from the outset and to properly reflect text set out at paragraph 95 of Section D regarding superfast broadband.
6.	All Figures	Ensure the symbol for the Valley Corridor is shown correctly on the Key for all Figures within the document	This is a technical formatting error to be corrected.



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Sandleford Park Supplementary Planning Document March 2015

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## Section A: Introduction

### Section A: Introduction

**1** Land at Sandford Park, on the southern edge of Newbury is identified in the West Berkshire Core Strategy which was adopted in July 2012 as a Strategic Site Allocation for up to 2,000 dwellings with associated infrastructure. The site will help to meet West Berkshire's housing requirement to 2026 of 10,500 dwellings and will also provide education, community uses and public open space including Country Parkland.

**2** The development of the site provides significant opportunities to deliver a cohesive, high quality urban extension with a range of places to live and spend leisure time for both existing and future residents.

**3** The principle for developing the site has been established through the Core Strategy, and it is now time to look in more detail at how the site should be delivered to bring forward a comprehensive and well planned sustainable urban extension to Newbury. The Council are doing this through the production of this Supplementary Planning Document to guide development on the site in more detail.

#### The purpose of this document

**4** This Supplementary Planning Document (SPD) has been produced by West Berkshire Council in collaboration with the landowners at Sandford Park to form a framework for the future development of the allocated site.

**5** The primary purposes of this SPD are:

- To guide future development and investment and to provide a framework for a planning application for the site.
- To assist in the delivery of a comprehensive and sustainable development across the site as a whole.
- To set out planning and design principles and requirements for the development of land and buildings at the site.
- To help inform the local community and other stakeholders regarding the potential future development of the site and to engage them in the process.

**6** The SPD should also be read in conjunction with key Government policy guidance and local planning documents for West Berkshire. The Planning Policy Framework section sets out an overview of these key policy documents.

**7** This SPD has been prepared in accordance with the provisions of the Town and Country Planning (Local Planning) (England) Regulations 2012.

**8** It has been produced in consultation with a wide range of stakeholders including landowners, the public, Council officers and members, public sector agencies, infrastructure providers and other interested parties. Details of the consultation are summarised in Section E of this document and set out in full in the Consultation Statement which accompanies this SPD.

**9** The adopted SPD was subject to a formal 6 week period of consultation, from 22 March to 3 May 2013, in accordance with Regulations 12 and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

## Section A: Introduction

**10** The amended SPD will be subject to a formal period of consultation for 7 weeks from 12<sup>th</sup> December 2014 to 30<sup>th</sup> January 2015, in accordance with Regulations 12 and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

### Definitions

**11** This SPD relates to the area of land identified in Figure 1 which is the area that has been allocated by the Council in the West Berkshire Core Strategy Development Plan Document (DPD) (Adopted July 2012) for a Strategic Site Allocation. References throughout this SPD to 'the site' refer to the area of land identified in Figure 1. References to 'Sandleford Park' or 'the Sandleford Park development' throughout the SPD also relate to the area of land identified in Figure 1. The SPD should be read in conjunction with Policy CS3 of the Core Strategy which is set out in full at Appendix 1: 'Adopted Core Strategy Policy CS3'.

**12** References throughout the SPD to 'the application' or 'the planning application' all refer to the single planning application for the site as set out in Section G.

### Sustainability Appraisal/Strategic Environmental Assessment

**13** Under the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009, Sustainability Appraisal (SA) is not required to be carried out for SPDs. This is because SPDs do not normally introduce new policies or proposals or modify planning documents which have already been subject to SA. Despite this, it is still necessary to determine the need for a Strategic Environmental Assessment (SEA) in case the SPD gives rise to significant effects which have not been formally assessed previously. Therefore a SEA Screening Report has been carried out to assess whether an SEA is required for the SPD. The Council's initial conclusion was that an SEA of the Sandleford Park SPD was not needed under the SEA Directive and Regulations because it has been demonstrated that there will be no significant environmental effects as a result of the SPD. Potential significant effects have been comprehensively considered by the higher level SA/SEA of the West Berkshire Core Strategy which was subject to public consultation and independently examined by an Inspector.

**14** The Council's initial conclusion was ratified by the 3 statutory bodies (Natural England, the Environment Agency and English Heritage).

**15** A Habitats Regulations Assessment Screening Report has been carried out to determine if the SPD would have a significant impact upon the integrity of nature conservation sites of international importance as required by EC Habitats Directive 92/43/EEC. The West Berkshire Core Strategy was subject to an Appropriate Assessment which concluded that the SPD site would have no significant adverse impact on the integrity of nature conservation sites of international importance. The Council therefore considers it unnecessary to carry out an Appropriate Assessment of the SPD.

**16** As the proposed amendments to the SPD are 'minor modifications' for the purposes of Regulation 5(6)(a) of the Environmental Assessment of Plans and Programmes Regulations 2004, they do not affect the outcomes of either Screening Report and therefore there is no requirement for further assessment.

### Role and Status of the SPD

**17** The SPD will be a material consideration in the determination of the planning application and its implementation. It sets out the environmental, social, design and economic objectives which are relevant to delivering the Sandleford Park site as a well-planned comprehensive development. It builds upon the key principles for the site which have been established through the Core Strategy process and set out in policy CS3 of the adopted Core Strategy.

## Section A: Introduction

- 18** The SPD provides a framework to ensure the delivery of a high quality environment within the Sandford Park site which integrates the built and natural form. It also sets out requirements for the planning application along with information on delivery and implementation.
- 19** The SPD sets out the minimum design and delivery standards which should be achieved in bringing forward the development of the site. Developers will be encouraged to exceed these standards and will be expected to meet new standards that arise during the lifetime of this document.
- 20** The contents of this document aim to reflect the most up to date best practice principles in urban design and development. However, these principles should not stop innovation and new ideas which would enhance the quality of the development.

## Section B: Vision and Strategic Objectives

### Section B: Vision and Strategic Objectives

#### Vision for Sandleford Park

Sandleford Park will be a vibrant and well designed community which is a desirable place to live, providing a mix of housing for all, community and education facilities and open spaces. It will deliver a sustainable urban extension to Newbury which integrates with the local and wider neighbourhoods. Through maximising sustainable design and construction techniques, the development will mitigate against climate change and minimise carbon dioxide emissions.

Residents will have a high quality of life, with good access to education, jobs, services, shops and public transport – many of which are within walking and cycling distance. There will be timely and coordinated provision of the social, physical and green infrastructure required for the site.

The site will conserve and enhance its natural environment and respect its landscape and heritage significance. A significant feature of the site will be the extensive Country Parkland, which will increase public access to the countryside and provide a wide range of informal leisure opportunities.

#### Strategic Objectives

The following strategic objectives represent the key delivery outcomes that the Sandleford Park development should achieve.

1. To deliver up to 2,000 homes, at least 1,000 of which will be delivered by 2026. A mix of types and tenures of housing will be provided, with an emphasis on family homes to meet identified needs. At least 40% affordable housing will be required.
2. To provide 2 principal vehicular accesses into the site from Monks Lane with a bus link through the site to Warren Road. Other accesses will be explored and should include:
  - An all vehicle access link through Warren Road and
  - An access onto the A339 close to the Household Waste Recycling Centre (HWRC)
3. To ensure the conservation and enhancement of the heritage assets both within and in close proximity to the site.
4. To ensure that the development of the site responds to the landscape character of the area and new strategic landscaping is put in place to minimise adverse visual impacts.
5. To retain all important trees and hedgerows on the site, including all of the ancient woodland areas. To manage access to the ancient woodlands to ensure that their ecological value is not compromised.
6. To enhance the ecology and biodiversity on the site, in particular through woodland management and the creation of the Country Parkland.
7. To retain approximately 60% of the site as informal open space to be accessible to existing and future residents. This will include Country Parkland and green linkages across the site as well as play areas for all ages.

## Section B: Vision and Strategic Objectives

8. To put in place a range of Sustainable Drainage Systems (SuDS) to ensure that surface water discharge from the site is effectively managed and provides wildlife and ecology benefits.
9. To provide a local centre within the site to help create a sustainable community. This will include retail provision, early years education provision, a mini recycling centre, employment space and community facilities.
10. To provide sufficient education provision to accommodate the pupils from the site including early years provision, primary school provision and contributions for the expansion of Park House School.
11. To deliver the site holistically as one community, within which there are two new neighbourhoods to the north and to the west of the site. These neighbourhoods will take account of the site's topography and deliver high quality built form which responds to the surrounding character and context.
12. To preserve and enhance the character of the area in terms of both its townscape and landscape design. To respond to the surrounding environment and create a sense of identity through the creation of character areas.
13. To deliver the development on site in a way that maximises the potential for carbon reduction, sustainable construction and renewable energy generation.
14. To ensure that the infrastructure needs arising from the development on the site are planned and delivered comprehensively in a timely and coordinated manner which keeps pace with the development



## Section C: Planning Policy Framework

### Section C: Planning Policy Framework

#### The Development Plan

**21** The starting point for all decisions on planning applications is the Development Plan. Development has to be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for West Berkshire (as at September 2013) comprises the West Berkshire Local Plan, made up of the West Berkshire Core Strategy 2006-2026 (adopted July 2012), the Saved Policies of the West Berkshire District Local Plan (Saved Policies 2007), the Replacement Minerals Local Plan for Berkshire (adopted 1997) and the Waste Local Plan for Berkshire (adopted 1998).

**22** Sandleford Park has been allocated through the West Berkshire Core Strategy as a strategic urban extension. The strategic objectives of the Core Strategy state that at least 10,500 homes will be delivered across West Berkshire between 2006 and 2026. This is also set out in both Area Delivery Plan Policy 1 (ADPP1) which forms the Spatial Strategy of the Core Strategy, and in policy CS1 – Delivering New Homes and Retaining the Dwelling Stock.

**23** Both policy ADPP1 and CS1 state that provision will be made for the delivery of at least 10,500 net additional dwellings and associated infrastructure over the period 2006 to 2026. Sandleford is allocated as a strategic urban extension for up to 2,000 homes. Delivery is due to commence in the second half of the plan period and extend beyond 2026. The allocation is intended to introduce some flexibility into housing delivery with the opportunity to amend the phasing to respond to changing circumstances.

**24** The Inspector's Report on the Core Strategy Examination confirms that it is a justified approach for the Council to take a long term perspective to the planning of the Sandleford site, to ensure that the optimum approach to development in the area is achieved by planning for the area as a whole rather than development taking place over time in a series of smaller proposals resulting in a more piecemeal approach.

**25** Policy CS3 sets out key requirements for the development of Sandleford Park. These are developed further in Section F of this SPD, forming the framework for the masterplan components. A concept plan supports the policy and forms Appendix C to the Core Strategy. This plan shows in an indicative way how the development of the site could be delivered, and forms a starting point for this SPD which then takes that forward in terms of setting out the detailed guidelines for the distribution of uses and design of the site. Policy CS3 and the supporting text of the policy are set out in full in Appendix 1: 'Adopted Core Strategy Policy CS3'

**26** In terms of key infrastructure requirements for the site, the text of policy CS3 states that infrastructure improvements will be delivered in accordance with the Infrastructure Delivery Plan (IDP) which accompanies the Core Strategy. Any infrastructure requirements which are critical to the delivery of the site are set out in Appendix D of the Core Strategy. Further details about any non-critical infrastructure which has site specific implications can be found within the IDP and are set out within Appendix 3: 'Sandleford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan' of this SPD.

**27** The Core Strategy sets out a number of additional policies which are relevant to the development of this site, particularly CS4 (Housing Type and Mix), CS5 (Infrastructure Requirements and Delivery), CS6 (Provision of Affordable Housing), CS9 (Location and Type of Business Development), CS11 (Hierarchy of Centres), CS13 (Transport), CS14 (Design Principles), CS15 (Sustainable Construction and Energy Efficiency), CS16 (Flooding), CS17 (Biodiversity and Geodiversity), CS18 (Green Infrastructure) and CS19 (Historic Environment and Landscape Character). The details of these policies are not repeated here, but are drawn out in the relevant parts of the SPD.

## Section C: Planning Policy Framework

### West Berkshire District Local Plan 1991-2006 (Saved Policies 2007)

**28** The West Berkshire District Local Plan (WBDLP) was adopted in June 2002 and in September 2007 a number of policies were ‘saved’ under Direction by the Secretary of State. The West Berkshire Core Strategy was adopted on 16 July 2012 and replaced a number of the saved policies within the WBDLP. The remaining WBDLP saved policies will be replaced by the forthcoming Site Allocations and Delivery Development Plan Document.

**29** Further Development Plan Documents (DPD) are expected to be adopted during the lifetime of this SPD and will form part of the statutory development plan. These DPDs will translate high level policies of the Core Strategy into more detailed development management principles.

### Replacement Minerals Local Plan for Berkshire

**30** The Sandford Park site is an area known to contain sand and gravel deposits. The Replacement Minerals Local Plan for Berkshire (incorporating the alterations adopted in December 1997 and May 2001) identifies the fact that mineral resources, such as those at the Sandford Park site, are a valuable, but finite, resource and as such the Replacement Minerals Local Plan for Berkshire includes saved policies 1, 2 and 2a that relate to mineral safeguarding and therefore are relevant to the Sandford Park development.

**31** The policy approach set out in the Replacement Minerals Local Plan for Berkshire is in line with the NPPF (paragraphs 142 and 143).

### Other Material considerations

#### National Planning Policy Framework (NPPF) (2012)

**32** The National Planning Policy Framework (NPPF) sets out the aim of the planning system which is to achieve sustainable development. As such planning has an economic role, a social role, and an environmental role, “Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life” (paragraph 9). The NPPF also highlights a “presumption in favour of sustainable development”.

**33** Through local planning authorities, the NPPF aims (paragraph 50) to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

#### Planning Guidance

**34** There are other SPDs and planning guidance produced by West Berkshire Council (WBC) and others which should be read in conjunction with this SPD. These include:

- Infrastructure Delivery Plan (WBC)
- Local Transport Plan 2011-2026 and its supporting strategies – Active Travel and Smarter Choices Strategies (WBC)
- Delivering Investment from Sustainable Development (WBC)
- Quality Design – West Berkshire (WBC)

## Section C: Planning Policy Framework

- Shopfronts and Signs (WBC)
- Newbury Town Design Statement (Newbury Town Council)

**35** These documents are taken into account through the relevant sections of this SPD and are referenced accordingly.

## Section D: The Site Context

### Section D: The Site Context

**36** This section outlines the site context, highlighting key existing features which help to understand the site and its surroundings. This site context, along with the various studies carried out to inform this SPD, will form the background information upon which the masterplan principles can be developed.

### Location and Context

**37** The main part of the site is located immediately to the south of the built-up area of Newbury. The site is bounded to the north by Monks Lane. To the immediate east of the site is the A339 (Newtown Road), which links with the A34 trunk road. To the west land is bounded by existing residential properties in Wash Common and the A343 (Andover Road). The River Enborne forms the southern site boundary.

**38** The site consists of approximately 134ha / 331 acres adjoining the Newbury urban area. The site is split between the town of Newbury and the parish of Greenham. It is mainly in agricultural use, and also contains several areas of woodland some of which are designated as ancient woodland.

**39** The site has a fairly complex topography, but generally slopes downwards from north to south towards the River Enborne. It also contains a valley which runs from the north-western corner of the site towards the river at the site's southern boundary. At the fringes of the site are large tracts of mainly flat land, particularly towards the north and eastern boundaries.

**40** Beyond the site boundary to the south and west is further agricultural land. There are a number of comparatively new developments close to the site boundary. Sandwiched between the site and Monks Lane is Newbury Rugby Club, and to the north and east of the site is Newbury College, both of which gain access from Monks Lane.

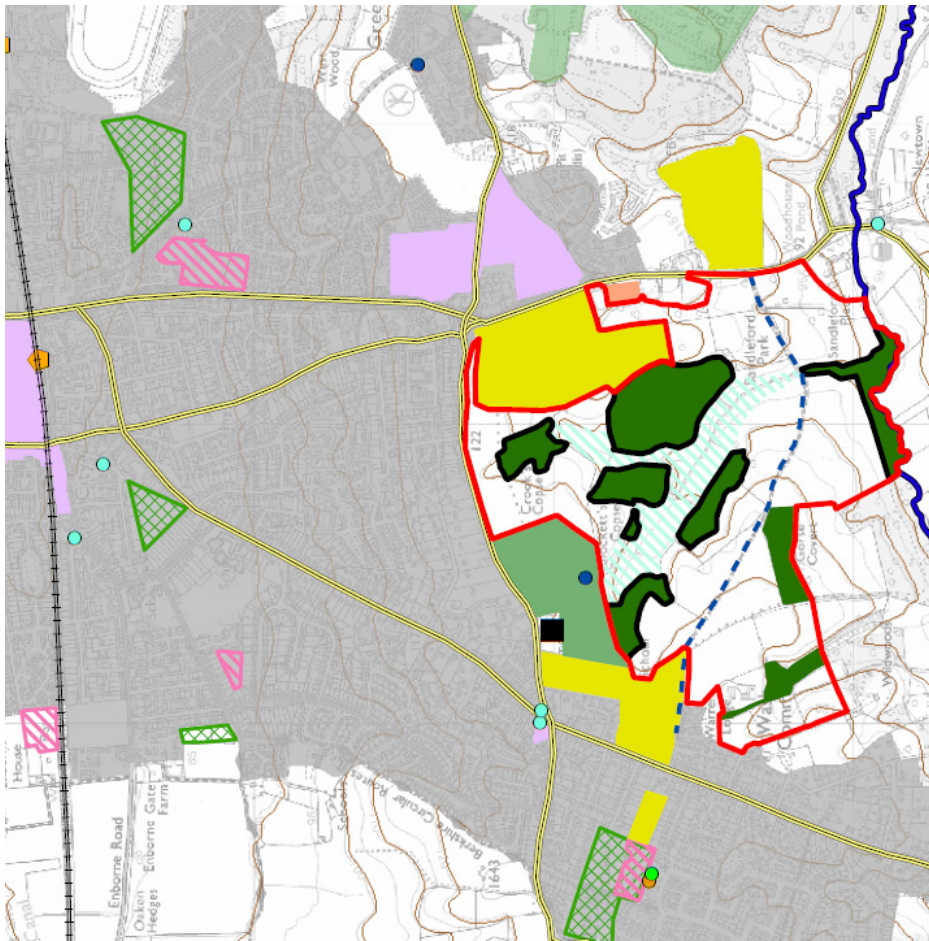
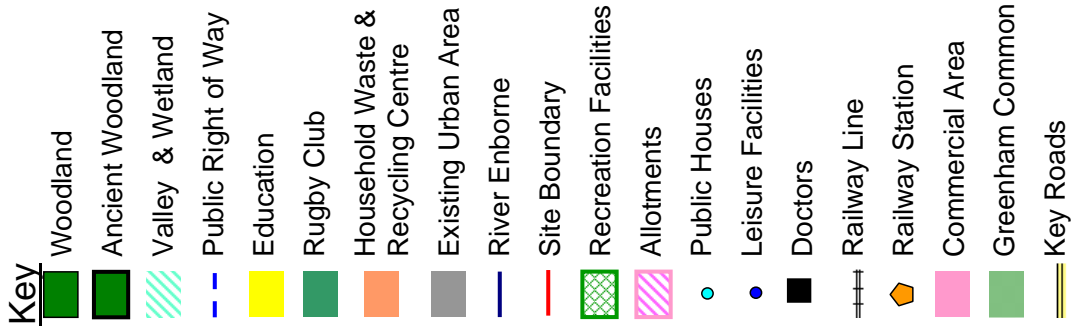
**41** To the east of the site is the Civic Amenity Centre with access from the A339. Beyond the A339 lies Sandford Priory which is now St Gabriel's School.

**42** There are no major road access points into the site, but an east-west public footpath traverses the site and links with Andover Road (A343) to the west and Newtown Road (A339) to the east.

**43** The town centre is approximately 1,800 metres from the centre of the site. Tesco superstore and Newbury Retail Park lie approximately 600 metres to the east of the centre of the site.

Section D: The Site Context

Figure 1 The Site Context



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Section D: The Site Context

Figure 2 Aerial Photograph of the Site in Context





## Section D: The Site Context

## Landscape

**44** In 2009 White Young Green (WYG) prepared a detailed Landscape and Visual Assessment of land at Sandleford Park. The Assessment was prepared in dialogue with West Berkshire Council and provided part of the evidence base to support the formal allocation of the site as a strategic site within the Core Strategy.

**45** The approach to the development of the site and the incorporation of green infrastructure into the Masterplan Framework will have a fundamental effect on how the development of the site will be viewed and perceived.

**46** Adverse visual impacts can largely be avoided through the sensitive location of development toward the less visually intrusive north-western part of the site.

**47** There will inevitably be changes in the landscape character of the site. However, development designed to fit within the existing landscape framework of the site can maintain the legibility and identity of the landscape.

**48** The measures identified above illustrate how development offers the potential to complement the landscape framework of the site.

**49** The Sandleford Park site requires little further visual mitigation due to the existing strong landscape framework. This will allow the focus of the landscape strategy and Masterplan Framework to be on landscape amenity, biodiversity and landscape management.

**50** There are two principal elements to consider in terms of the landscape and how the site can be sensitively developed; the landscape character and the visual analysis.

**Picture 1 Public footpath through the site from Sandleford Priory to Wash Common**



**Picture 2 Wetland within the central valley**



### Landscape character

**51** The landscape character of the area is strongly influenced by the pattern of topography, which is dominated by the valley of the River Enborne. Land rises to the south, towards the North Wessex Downs AONB, some 2.5 km to the south west of the site. The topography away from the valley floor is undulating with tributaries to the River Enborne cutting into the rising land away from the river.

## Section D: The Site Context

**52** Land to the south rises for some distance away from the site in contrast to the land to the north. To the north the land rises to a ridge running broadly parallel with the River Enborne. Monks Lane, at the northern boundary of the site, broadly follows this ridge.

**53** The principal urban area of Newbury and the town centre lie to the north of the site beyond this ridge with the Wash Common area to the southern side of the ridge. Other uses typical of the urban edge are also located on the top of the plateau, for example, the rugby ground, medical centre, Newbury College, hotel, retail area and recycling centre. A significant proportion of the settlement to the south of the ridge, including the site, is not immediately apparent because it is absorbed into the landscape by the woodland.

**54** Much of the woodland in the area has been designated as ancient woodland including all the woodland in the northern part of the site. All woodland areas at the site are designated at a local level as Local Wildlife sites.

**55** Vegetation is an important landscape feature across the landscape to the south of Newbury. The landscape pattern of the area consists predominantly of irregular blocks of deciduous woodland and this continues on the northern edge of the River Enborne, enclosing the site.

**Figure 3 Extract from WBC Landscape Sensitivity Study,  
Newbury: Local Development Framework**

LLCA18D: Sandlesford Park



*Sandlesford Park* is characterised by a flat topped ridge in the north, falling south to the Enborne valley, partly overlain by parkland. The area appears quite wooded, but there are large open areas with long views out and in. The LLCA is dominated by large scale development on the high ground to the north.

### Visual Analysis

**56** The visual appraisal of the site and its context is based on a desk study and field surveys. It identified a number of locations from which the site and the proposed development site is potentially visible.

#### The B4640 (Newtown Straight) and adjacent properties

**57** Mature trees, tall hedgerows and mature woodland form an almost continuous band of vegetation in the middle distance and along the horizon in the view. Where there are views towards the site from the B4640 (Newtown Straight), and a number of residential properties adjacent to the road, it is the mature woodland within the site which is visible, including Gorse Covert and High Wood. This woodland obscures potential views of the pasture to the north within the site.

## Section D: The Site Context

### Sandleford Priory and the A339

**58** The vegetation pattern and landform of the site and adjacent land to the southeast define the extent of the area visible from Sandleford Priory and the A339. Gorse Covert, High Wood and woodland along the River Enborne form the horizon in view and obscure views of the site beyond. Landform in the middle distance also obscures a proportion of the land surface within the area identified for landscape enhancement. It also defines the extent of the site visible to the east of High Wood.

### Monks Lane

**59** Views available from publicly accessible locations along Monks Lane are related to the existing screening provided by the tall hedgerow along its southern side. Views from the majority of vehicles and pedestrians along the southern side of Monks Lane are restricted to gaps in the hedgerow at the two field gateways.

**60** There are private views from a group of properties along Monks Lane. These views are limited to first and second floor windows due to the screening provided by highway boundary vegetation along Monks Lane.

### Wash Common and Wildwoods

**61** The vegetation pattern of mature woodland and parkland near Wash Common define the views available from the minor road and properties to the west of the site. Mature trees, tall hedgerows, mature woodland and landform combine to contain the extent of views. Where the site is visible from residential properties and the school at Wash Common, only a small part of field within the site can be seen.

**62** The site occupies a relatively small part of many of the views available, but it does contribute to the sense of open space, which is limited in such a heavily wooded landscape.

**63** There are views of the site available from several residential properties at Wildwoods and Wash Common; the adjacent school; and from public footpath GREE/9/1 adjacent to and within the site.

Picture 3 Entrance to Sandleford Priory (now St. Gabriel's School)



Picture 4 Monks Lane



## Section D: The Site Context

### Ecology

**64** In 2008 White Young Green (WYG) carried out an Ecological Scoping/Extended Phase 1 Habitat Survey to assess the ecological value of the site and explore opportunities for ecological enhancement as part of its future development. The result of this survey has been discussed with the Council's ecologist.

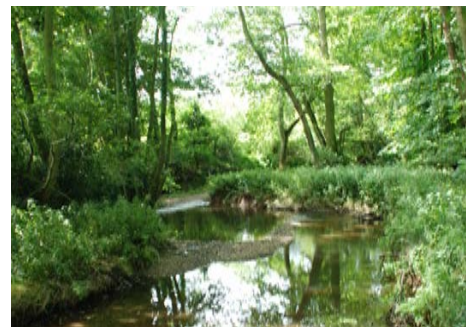
**65** The ecological value of the site does not prohibit its development. However, there are a number of key features which will need to be carefully considered in bringing forward development in the design, layout and future management of the site.

**66** In summary, the site generally is considered valuable at the District Level, in terms of the influence of Sandlesford Park on the surrounding landscape and in particular the interaction of the species and habitats on this site with those surrounding it.

**67** Particular features of the ecological value include:

- Both the existing trees and woodland areas.
- The wetland grasslands, in particular those in the central valley and at the southern end of the site.
- The grassy banks/tracks and hedgerows.
- Water features within the site, in particular the section of the River Enborne along the southern boundary and the springs in the central valley.
- Flora given the presence of botanically richer areas to the south and east of Sandlesford Park.
- The presence of a number of species of animals within the site including bat, badgers, birds and invertebrates.

Picture 5 Brook at southern boundary of site



### Access

**68** The site is in an accessible location with potential for good links to the town centre to the north and the wider area using a range of modes of transport in particular pedestrian, cycle and public transport. There is also the potential to improve existing links.

#### Highway Network

**69** Monks Lane runs east-west along the north of the site and presently demarks the edge of residential development to the south of Newbury. On the western end of Monks Lane a double mini roundabout junction is formed with the A343 Andover Road. Andover Road leads north-east into Newbury town centre. To the south west the A343 gives access to the A34 Newbury Bypass and further afield to Andover.

**70** The A34 Newbury Bypass leads north to the M4 giving access to the east and west of England. In addition the A34 enables vehicles to travel west along the A4 to Marlborough and Swindon. The A34 continues north to Oxford. To the south the A34 leads to Winchester and Southampton.



## Section D: The Site Context

**71** At the eastern end of Monks Lane lies a 4 arm roundabout giving access to the A339. The eastern arm provides a link to Newbury Retail Park, including Tesco superstore. To the south the A339 continues to Basingstoke and the M3. To the north the A339 gives access to Newbury Town Centre and joins the A4; both east leading to Thatcham and Reading, and west to Hungerford. The A339 continues north joining the A34 Newbury Bypass leading to the M4 and Oxford.

**72** Just to the west of the Monks Lane / A339 junction lies a smaller 4 arm roundabout. The southern arm provides access into the Newbury College site. The northern arm links onto Newtown Road which leads directly into Newbury Town Centre.

### **Bus Services**

**73** A number of local buses run close to the site providing links to Newbury Town Centre and further afield, including a regular service to Basingstoke and Greenham Business Park.

### **Rail Access**

**74** Newbury rail station lies on the Berks & Hants Line with regular services throughout the day (frequency 30 – 60 minutes) into Reading and London Paddington and services to the west linking with Bedwyn and Exeter.

**75** The rail station is approximately 1800 metres from the centre of the site, within the recommended maximum walking distance of 2000 metres.

## Section D: The Site Context

### Cycle Access

**76** Cycle routes include an off carriageway cycleway which runs along the southern side of Monks Lane immediately adjacent to the site. A cycle path runs alongside the eastern side of the Newtown Road giving access to Newbury town centre and onwards into north Newbury. The National Cycle Route 4 lies approximately 2300 metres to the north of the site and runs from London to Fishguard. There are also a number of lightly trafficked roads suitable for cycling in the local area.

### Pedestrian Access

**77** A Public Right of Way runs across the centre of the site from Warren Road at the western boundary of the site to the A339 Newtown Road at the eastern boundary of the site (See figure 1). All of the major roads surrounding the site have footways on at least one side.

**78** A signal controlled crossing facility is provided on Monks Lane to the immediate west of Rupert Road. This crossing enables access to the northern bus stop on Monks Lane and further afield to the town centre.

**79** Signal controlled pedestrian facilities are provided on the A339 Newtown Road in close proximity to the roundabout junction with Monks Lane providing access to the eastern bus stop on the A339 and the Tesco superstore further to the east.

Picture 6 Public footpath runs from Warren Road to A339, Newtown Road



Picture 7 Public Right of Way off Warren Road



Picture 8 Footpath/cycleway along Monks Lane



Picture 9 Signal controlled crossing at Monks Lane



## Section D: The Site Context

## Hydrology and drainage

**80** The Environment Agency's (EA) website flood risk map shows the site to lie almost entirely within Flood Zone 1 (low probability – likelihood of flooding less than 1 in 1000 annual probability of river flooding in any year) with a very small part of the site in Flood Zones 2 and 3 adjacent to the northern bank of the River Enborne on the southern boundary of the site.

## Archaeology and Heritage Assets

### Archaeology

**81** The site and surrounding areas have been the subject of a number of archaeological assessments over the years, none of which has identified significant archaeological remains or features. However, a more specific archaeological assessment of the site was commissioned in April 2012 and undertaken by consultants GK Heritage. As part of the assessment all previous work relating to the site and surrounding area was revisited. The report findings were discussed with the Council's planning and archaeological officers and it was agreed that a geo-physical survey of a large part of the area identified for development should be undertaken to provide additional certainty that significant archaeological features are not present.

**82** A Written Scheme of Investigation (WSI) was prepared by GK Heritage and agreed by the Council and the geo-physical survey took place in December 2012. In summary, the survey found little evidence to support the likely existence of significant archaeology but some possible 'features' were noted and it is recommended that these are subject to 'trial trenches' as a further stage of evaluation.

**83** The Archaeology and Cultural Heritage Assessment for Sandleford concluded that there was some potential for disruption to sub-surface (archaeological) assets. There was potential for prehistoric, Romano-British and medieval activity. The report recommended that archaeological investigation be carried out over all areas that will see substantive landscaping and development. This should be undertaken before any development takes place and can be controlled by means of a planning condition attached to any future planning permissions for works affecting the sub-surface of the ground.

### Heritage Assets

**84** There are a number of heritage assets in close proximity to the site, most notably the Grade I Listed Sandleford Priory (now St Gabriel's School) together with the wider Grade II Registered Park and Garden that surrounds the former Priory (the location and extent of both are shown in Figure 4). The relationship between these features and the site, particularly the southern part which is visible from the Priory, has also been the subject of detailed analysis, mainly as part of the previous Local Plan process. At the early stages of the Core Strategy process it was established that any significant built development on the southern part of the site would be likely to result in an unacceptable impact upon the heritage assets and should be avoided. This principle has guided both the Core Strategy policy for the site and the detail set out within this SPD.

**85** A Conservation Audit prepared in August 2012 by consultants Asset Heritage includes a detailed assessment of the site and the contribution it makes to the designated heritage assets, in particular the Priory and Registered Park and Garden. Having analysed the available information, the Audit concludes that the southern part of the site is indeed important to the setting of the Priory, forming part of its landscape setting. To allow any development which would materially harm the setting of The Priory or the setting of the Registered Park and Garden would clearly be inappropriate. Whilst

## Section D: The Site Context

the area has a parkland-like feel to it the Audit supports the view that the southern part of the site is not a 'Capability' Brown landscape, unlike the other side of the A339 surrounding the Priory which most certainly was designed by Brown. However, this site abuts the walled former kitchen garden which is the only element of the Registered Park and Garden on the western side of the A339. The identification of the southern part of the site as a proposed Country Parkland is appropriate as an informal recreational area, although care will still be required in determining any specific uses for the area especially if associated paths and structures are required. This is especially the case for any proposals in the vicinity of the walled former kitchen garden.

**86** By contrast the Audit confirms that the northern and western parts of the site are not constrained in the same way due to: the lack of intervisibility between them and the Listed Buildings and Registered Park and Garden; and the impact of the surrounding development (the college, rugby club, Park House School and residential development). Therefore the proposed development of the northern and western areas is justified subject to the provisions of Policy CS3 and the requirements of this SPD.

Picture 10 Grade I Listed Sandeiford Priory (now St Gabriel's School)



## Arboriculture

**87** An arboricultural assessment of the site was carried out by Barrell Tree Consultancy in Spring 2012. This report provided baseline information on the value of woodland and existing trees on the site together with general guidance on how the trees can be successfully incorporated into the development. This identifies that there is a high proportion of good trees, groups and woodland within the site. As most of the trees are of individual quality and also significant landscape value, there is very limited scope for removals without significantly adversely affecting the local character. Where specific trees have been identified as being of a lower individual quality there may be scope for their removal.



## Section D: The Site Context

Picture 11 Woodland



## Infrastructure

**88** Water, gas, electricity and BT services are present within locations which may be affected by the construction of new development, and it is likely that such services will need to be protected, lowered or diverted.

**89** Preliminary investigations have identified a potential location for connection to the existing medium pressure gas main within Monk's Lane.

**90** A comprehensive Infrastructure Delivery Plan (IDP) was prepared to support the delivery of the 10,500 new homes allocated within the adopted West Berkshire Core Strategy to be built between 2006 and 2026. The IDP includes details of all of the infrastructure identified by West Berkshire Council and other service providers in three schedules – critical, necessary and preferred infrastructure.

**91** The specific infrastructure requirements for Sandleford Park were assessed as part of the preparation of the IDP. These are set out in summary form as Appendix 3: 'Sandleford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan' with the full IDP available from the West Berkshire Council website at [www.westberks.gov.uk/idp](http://www.westberks.gov.uk/idp).

**92** The starting point for the infrastructure provision for Sandleford Park is the policy which allocates the site and sets out the delivery parameters – policy CS3 of the Core Strategy. If changes are made to the delivery of the site, or to the evidence base which underpins the policy requirements, then the infrastructure requirements may need to be updated. This could be the case for example, for highways infrastructure. If alternative or additional accesses are shown to be deliverable, then the impact on the highways network may be different from that already modelled and the IDP will need to reflect these changes.

**93** A Superfast Broadband Strategy Statement will be expected with all planning applications on this site. The statement shall outline how the developer will provide a development which facilitates the highest available headline speed of broadband and explains what discussions have taken place with the Operators in advance of submitting a formal planning application.



## Section D: The Site Context

### Education

**94** Education provision will need to be provided to meet the full requirements of the development. There is insufficient capacity in the local area to allow growth of existing primary educational facilities therefore the impact will have to be met from the occupation of the first dwelling.

### Ground Conditions

**95** The geological plan indicates the presence of an unknown thickness of sand and gravels underlying the site. The geological report for the site indicates that the site is underlain by Barton, Bracklesham and Bagshot Beds that predominantly comprise alternative beds of sands and clays which are underlain by London Clay and then Chalk.

**96** Due to these deposits at the Sandlesford Park site, and the policies within the Replacement Minerals Local Plan that relates to these minerals, any future application on the site will therefore need to give full consideration to the issues surrounding mineral safeguarding in accordance with planning policy. This will include a full assessment of the potential, of extracting some, or all, of the underlying sand and gravel deposits which could be used in the construction works to prevent the unnecessary sterilisation of the minerals whilst not creating a presumption that the identified minerals will be worked.

**97** The site is not in an area impacted by coal mining although Chalk and Fullers Earth mining is known to have taken place in the local area.

**98** The site is undeveloped and as such past use of the site is unlikely to have resulted in significant ground contamination.

## Section D: The Site Context

### Renewable Energy

**99** West Berkshire district is one of the highest energy users in the South East and is within the upper quartile of Local Authorities for carbon dioxide emissions within the region. Whilst there may be a number of district specific contributory factors involved, the Council is committed to carbon reduction, sustainable construction and renewable energy generation. A key objective of the Core Strategy is therefore to exceed national targets for carbon dioxide emissions reduction and deliver the District's growth in a way that helps to adapt and mitigate the impacts of climate change. The Council has also adopted a policy within the Core Strategy (Policy CS15) that aims to ensure ever greater levels of sustainability.

Picture 12 Photo-voltaic roof panels



**100** The targets for Sandleford Park in respect of carbon dioxide, Code for Sustainable Homes/BREEAM ratings will need to accord with policy CS15 of the Core Strategy. They will however, need to be reviewed at regular intervals over the life of the build as Government policies and targets evolve.

### Opportunities and Constraints

**101** Based on the site context set out in this section there are a number of development opportunities and constraints. These are shown on the Opportunities and Constraints plan at Figure 4.

**102** The site is extensive and there are substantial areas of flat and gently sloping unencumbered land, which is relatively easy to develop for a variety of urban land uses including housing, education, retail and community uses in addition to public open space including Country Parkland.

**103** The site is largely contained in a secluded valley setting and the surrounding urban development restricts long distance views into the area, with the exception of limited views from the A339/Sandleford Priory looking west.

**104** The site's existing topography and landscape features can be used to contain the development in visual terms and also integrate the development into the character of the area and add interest.

**105** There are opportunities for increased public use and the integration of open recreation uses in the site including new Country Parkland with some managed access to the woodland areas.

**106** The site has good accessibility to local and town centre services, public transport services, the mainline railway station; employment opportunities; and the strategic road network. Locally this includes:

- (i) Wash Common Local Centre;
- (ii) The Falkland Surgery;
- (iii) Park House School and Sports College;
- (iv) Falkland Primary and St Gabriel's Schools;
- (v) Newbury College;

## Section D: The Site Context

(vi) Newbury Rugby Club; and

(vii) Retail Park and Superstore (Tesco), east of Newtown Road.

**107** Development of the site would also provide the opportunity to enhance and extend the existing bus services from this part of the town to the town centre and wider area.

**108** The site is largely unaffected by major constraint factors, such as flood risk, archaeology and ground conditions / contamination.

**109** With appropriate upgrading the local infrastructure can accommodate the new development. Further details about the infrastructure improvements are set out in the accompanying infrastructure schedule at Appendix 3: 'Sandford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan' and within the IDP which supports the Core Strategy.

**110** Parts of the site are likely to be of ecological significance and may contain protected species which will need to be protected and managed.

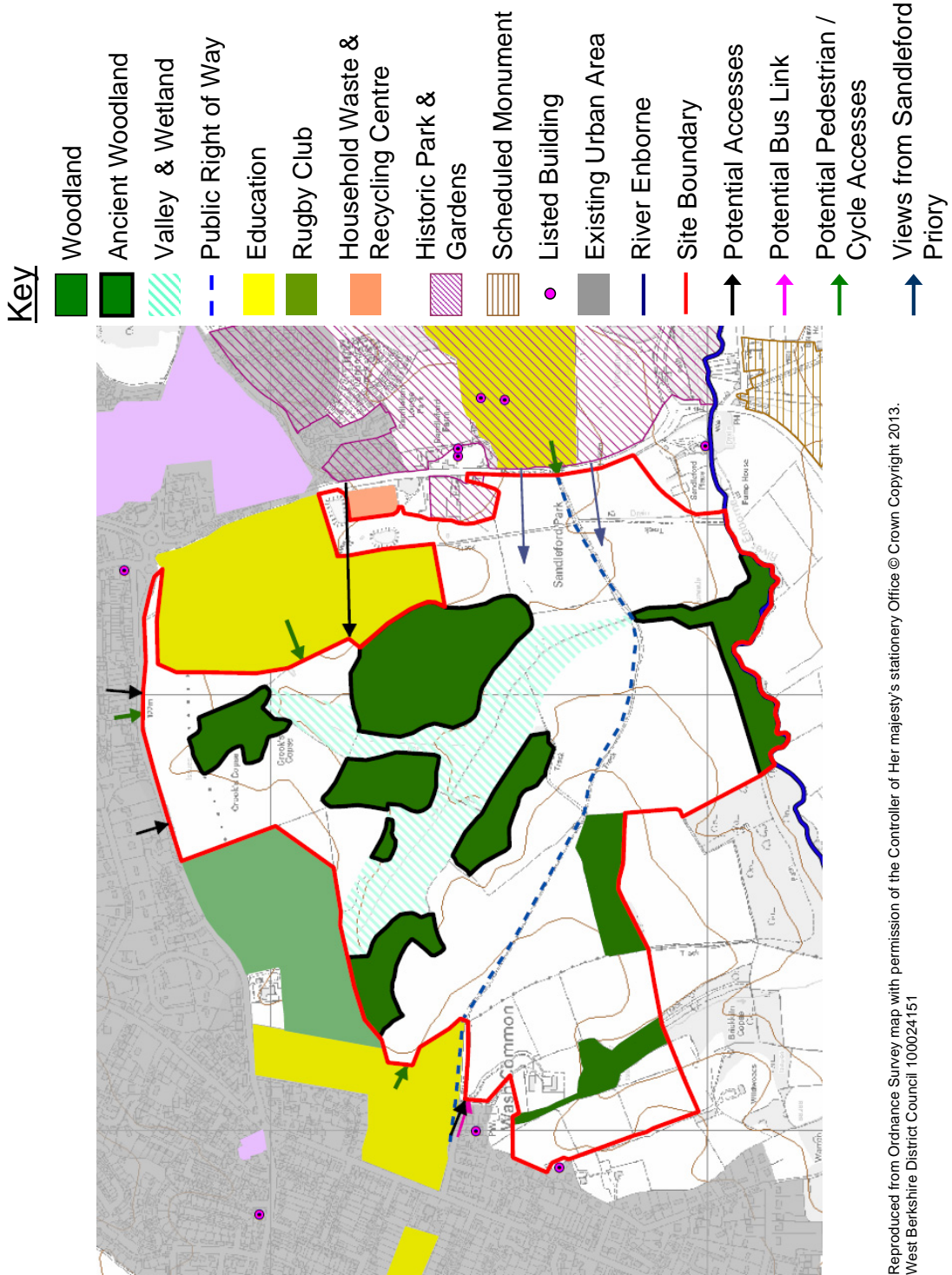
**111** Development of the site will result in additional traffic loads particularly affecting Monks Lane, the A339 and Andover Road (A343).

**112** There are opportunities for on-site renewable energy generation embedded within the built form.

**113** These opportunities and constraints are key matters to be taken into account in determining a sustainable approach to masterplanning and designing the site. Details of how these can be achieved are set out through a series of development principles in 'Section F: Development Principles' of this SPD.

Section D: The Site Context

Figure 4 Opportunities and Constraints Plan



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## Section E: Community Engagement

### Section E: Community Engagement

**114** Consultation and stakeholder engagement is a vital part of the production of any planning document and a Statement of Consultation has been prepared alongside this SPD in accordance with the 2012 Regulations. The Statement of Consultation sets out:

- Who has been consulted during the preparation of the SPD;
- A summary of the main issues raised; and
- How these issues have been addressed in the SPD.

#### Stakeholder Event

**115** An event for key stakeholders was held on 16 October 2012, the purpose of which was to discuss the next steps in the planning of the Sandford Park development, and to give stakeholders an opportunity to give their early comments. The event included representatives from Newbury Town Council, Greenham Parish Council, local churches, local schools and Newbury College, sports clubs as well as local ward Members. Background information about the site was sent out in advance in the form of a briefing note.

**116** Presentations from West Berkshire Council and from the site promoters were given. These emphasised that the principle for development on the site had already been agreed and focused instead on:

- The technical work that has been carried out to date,
- A discussion about detailed options for the way in which the the site could be delivered, and
- Information about the proposed next stages of the planning process including further consultation events.

**117** The presentations were followed by a question, answer and comment session. The issues raised and how the issues were taken into account have been set out in full in the accompanying Statement of Consultation.

#### Public Consultation Event

**118** A community planning event was held at Newbury Rugby Club on 25 October 2012. This was run as a drop-in event between 2pm and 8pm and was widely advertised, including a leaflet drop to the houses in close proximity to the site, posters in local shops and libraries and a press release.

**119** Exhibition boards were prepared by officers, which included questions on each topic for people to add their comments on post-its. A comment form was also prepared, setting out the questions from the exhibition boards, with a space for further comment. These could either be completed at the event and left in a comment box, or returned to the Council at a later date. The form was also available to be completed on-line. The exhibition boards are available on-line on the Sandford webpage at [www.westberks.gov.uk/sandford](http://www.westberks.gov.uk/sandford).



## Section E: Community Engagement

**Figure 5 Feedback form**

The image shows a 'Feedback form' document. The top right corner has the title 'Feedback form' and a small logo. The form is divided into several sections:

- Comments, facilities and services:** This section contains several questions, such as 'How well did you find the information on the site?', 'How well did you find the information on the site?', 'How well did you find the information on the site?', 'How well did you find the information on the site?', and 'How well did you find the information on the site?'. Each question is followed by a line for an answer.
- Any other comments:** This section is a large text area for providing additional feedback.
- About you:** This section includes fields for 'Name', 'Address', and 'Postcode'.

**120** The event was well-attended with about 350 people attending in total. Officers from West Berkshire Council, as well as from the site promoters were in attendance throughout the event to assist people with information, to answer questions and to discuss issues and ideas.

**121** The responses received during and after this consultation event raised important issues which have been taken into account in the future planning of the site. The issues raised and how the issues were taken into account have been set out in full in the accompanying Statement of Consultation.

### Statutory Public Consultation

**122** As set out in paragraph 10, the adopted SPD was subject to a 6 week period of consultation, from 22 March to 3 May 2013. This was a statutory period of consultation and was publicised in accordance with the regulations. During the consultation period, a public consultation event was held at Newbury Rugby Club. The event ran from 3.30pm through to 8.30pm and was well attended throughout. Exhibition boards were on display, copies of the then draft SPD and supporting material were available, and officers attended to discuss the SPD and answer questions.

**123** During the consultation, a range of useful comments were received and these have been taken into account in the adopted SPD. The issues raised and how they have been taken forward in the SPD are set out in full in the Statement of Consultation.

## Section F: Development Principles

### Section F: Development Principles

**124** In order to deliver the SPD objectives a number of development principles have been identified. These principles form the framework to developing a masterplan for the site and should be used to inform the design and layout of the development at Sandford Park at both Outline Application and Reserved Matters stages. The Masterplan Framework, set out later in this section, visually illustrates how the principles integrate together to deliver the final development.

**125** The principles set out within this document should be used as a starting point and applicants will be expected to develop and refine the principles and demonstrate how they have been taken into account during the planning application stages within the comprehensive Masterplan, the Design and Access Statements and any other supporting documentation.

**126** The principles do not form new policies for the site but add detail to policy CS3 of the Core Strategy and aim to establish the Council's expectations for the development on matters such as masterplanning, design quality and infrastructure. Compliance with this SPD will be a material consideration in the determination of the planning application and its implementation.

**127** The development principles have been broken down into categories as follows:

- S - Single Planning Application
- L - Landscape and Heritage
- E - Ecology and Wildlife
- A - Access and movement
- H - Hydrology and drainage
- P - Public open space and recreation
- R - Renewable Energy
- N - Neighbourhoods
- F - Community facilities and services
- U - Urban design principles
- C - Character and appearance

## Section F: Development Principles

## S. Single Planning Application

**S1. The Council requires proposals for the site to be brought forward by means of a single planning application for the site in order to achieve a comprehensive development and to ensure the timely provision of infrastructure, services, open space and other facilities in a properly coordinated fashion.**

The Core Strategy allocates Sandleford Park as a single site to ensure the optimum approach to the development and to deliver one community. A single application will therefore enable a holistic approach to a comprehensive development across the site which maximises its potential as a well-planned and sustainable urban extension.

A single application will also enable the development to be properly assessed as a whole to ensure that it achieves the vision and objectives for the site as set out within this SPD. This will enable the required infrastructure to be properly planned and delivered in an integrated and timely way across the site. It will also ensure that the site is designed as whole in a cohesive manner.

## L. Landscape and Heritage

**L1. The development will have a clear Strategic Landscape and Green Infrastructure Plan for the whole site which integrates the development with the landscape, makes best use of the landscape as a function of the site and shows how the built form and open spaces will be designed and managed. This plan will accompany the planning application.**

The Strategic Landscape and Green Infrastructure Plan will set the framework for the whole site and will contribute to the provision of a strong sense of place and local distinctiveness which responds to local character and history. It will need to be agreed with the Council early in the process and should be implemented from the beginning of the development. The Strategic Landscape and Green Infrastructure Plan should incorporate the principles set out under E1; H2 and H3; P1 and P3.

As a minimum the Strategic Landscape and Green Infrastructure Plan should be informed by the following documents:

- Landscape and Visual Impact Assessment,
- Strategic Ecological Enhancement Plan,
- Historic Conservation Plan / Heritage Impact Assessment,
- Public Open Space Strategy;

and should follow the Principles set out in the following categories L - C.

The Strategic Landscape and Green Infrastructure Plan will provide details on the Country Parkland and SuDS, non-vehicular access, strategic planting, green links and recreation and open space provision at a strategic level for the whole site.

## Section F: Development Principles

**L2. To assist in delivering the details within the Strategic Landscape and Green Infrastructure Plan each character area and phase of the site will have a detailed Landscape and Green Infrastructure Design and Management Plan.**

Detailed Landscape and Green Infrastructure Design and Management Plans will be provided for each character area and phase of the development to clearly set out details of the design and management of the landscape and green infrastructure within the developed areas of the site. These will build upon the information set out within the Strategic Landscape and Green Infrastructure Plan but providing greater detail for each phase. The detailed plans will show how each character area and phase will be integrated in to the adjacent character area or phase.

The detailed Landscape and Green Infrastructure Plan will provide details on SuDS, non vehicular access, greenlinks and recreation and open space provision.

The Detailed Landscape and Green Infrastructure Design and Management Plan will include a lighting strategy for the open space links, public open spaces and the Country Parkland edges.

**L3. As part of the delivery of L2, details of the Country Parkland including its design and management will be provided as part of the planning application.**

The Country Parkland is an integral part of the Sandlesford site and should be considered fully through detailed development proposals as part of the planning application.

Access to the Country Parkland should be delivered early in the development process to assist in integrating the site with the wider area and ensuring protection and management of the woodland and retained open spaces. To ensure this, a detailed Country Parkland Design and Management Plan should be agreed with the Council prior to the first house being built and should be implemented from the beginning of the development. This detailed Country Parkland Management Plan will build upon the information set out within the Strategic Landscape and Green Infrastructure Plan, Heritage Conservation Plan, Strategic Ecological Enhancement Plan and Public Open Space Strategy and should set out details of the landscape, design and management of the Country Parkland. It should also include interpretation of the landscape, historic and ecological history and value of Sandlesford Park. It should be a ten year document with a review and update every five years.

Picture 13 View across the site towards Park House School



## Section F: Development Principles

Picture 14 View from Slockett's Copse to Gorse Covert



Picture 15 View across the site towards Newbury College



**L4. Where possible, all important existing trees and hedgerows will be retained and integrated into the development. All areas of woodland including ancient woodland will be retained and protected.**

- a) Set backs from woodland - a 15m buffer zone will be provided from all woodland on the site. This will be measured from the centre of the trunk of the trees on the edge of the woodland.
- b) Use of set backs / buffer zones - development of roads or buildings will not be permitted within the buffer zones. They can be used for informal recreation and planting and informal footpaths. Services will only be permitted in buffer zones if they do not impact on root protection zones.
- c) Relationship of residential properties to trees - residential properties will either front or side onto areas of ancient woodland and will be set back from the buffer zones to ensure that they receive sufficient light and do not put pressure to lop or fell the existing trees.
- d) Pedestrian access to woodland / ancient woodland - there will be managed access to the ancient woodland via a series of identified paths and routes. These will integrate into the wider network of pedestrian linkages around the site.
- e) New Planting – as part of the development opportunities should be considered for new areas of group/individual tree planting within the site.
- f) Maintenance of woodland and groups of trees – where trees are very close to areas of intense usage, a high level of maintenance will be required. In areas more distant from people and property, the maintenance can be less rigorous to the benefit of wildlife habitat creation.



## Section F: Development Principles

g) Root protection areas - drainage runs, soakaways and the installation of other services can cause disruption to Root Protection Areas (RPAs) and result in important trees being damaged. All such runs must therefore be kept out of RPAs except where the Council has provided prior written approval.

h) Space to be provided within the development to allow for the proper growth and establishment of both existing and proposed trees.

Picture 16 View of valley corridor



**L5. The development will include measures to ensure that views into and from the site, in particular those from Sandlesford Priory and the A339 will be protected and enhanced.**

### a) Views into the site:

There are a number of potential views into the site which will need to be considered in the design and layout of the site and should be addressed as follows:

- *The B4640 (Newtown Straight) and adjacent properties*

Screen-planting linking the separate copses along the south-eastern edge of the development will screen potential views whilst being consistent with the vegetation pattern of the area.

- *Sandlesford Priory and the A339*

Built form will be concentrated in the northern and western parts of the site with the retention of existing woodland to ensure minimal visual impact. Land to the southeast of the site is visually prominent in views from the Priory and the A339 and this view should be retained. Views from the site to the Priory will also be retained.

- *Monks Lane and adjacent properties*

The retention of existing landscape features and layout of the proposed development will influence the significance of the potential impacts on visual amenity along Monks Lane. Building heights and arrangement of the roofscape will determine how the development is viewed from Monks Lane and these should be designed to ensure minimal visual impact. Long continuous frontages should be avoided.

## Section F: Development Principles

Views into and through the development layout will assist in integrating the development into the urban area. The development layout should provide opportunities for views to the south over the Country Parkland.

Green links should connect Monks Lane with the Country Parkland to the south.

- *Wash Common and Wildwoods*

The vegetation pattern of mature woodland and trees at Wash Common creates an enclosed character. Mature trees and front garden boundary vegetation limit views from Garden Close Lane to glimpses of the larger detached houses set back from the road. Similarly, the detached house at Wildwoods has a well wooded setting with areas of woodland and parkland providing separation from the site.

Potential views towards the site are limited to private views available from the rear of properties at Garden Close Lane, Round End and Kendrick Road. Garden boundary hedgerows and mature trees largely obscure views towards Kendrick Road and the site from these properties.

Publicly available views are limited to those from a short section of Kendrick Road, from public footpath GREE/9/1 within the site, along Warren Road, and from the Park House School. From Kendrick Road the views are glimpses between trees along the site boundary where only a small part of the site can be seen.

### b) Timing of strategic planting:

The strategic planting will take place in the first phase of development to ensure that it is well established to provide screening or enhancement to the later phases.

Picture 17 View from the college towards Crook's Copse



**L6. The site will have a series of green links and spaces through the development areas to avoid large areas of built form, promoting cycle and pedestrian access through the site.**

### a) Layout of green links:

The development will include a network of green links which will be in accordance with the Strategic Landscape and Green Infrastructure Plan and follow a pattern the same or similar to that shown on the Landscape Framework (Figure 6).

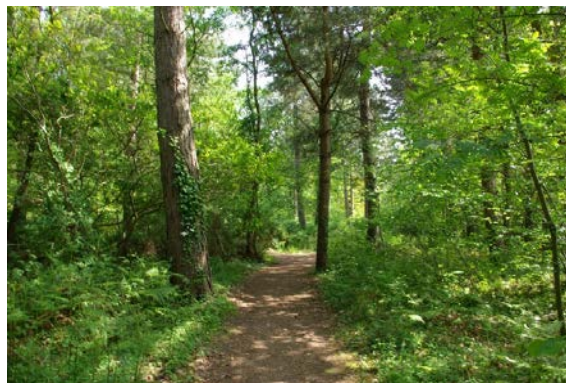
## Section F: Development Principles

These links make connections via paths and open spaces throughout the site between the wider urban area, the Country Parkland, the areas of ancient woodland, the school and the areas of children's play.

Close working with the Council at pre-application stage will be crucial to the success of the development, particularly when designing the green links and informal footpaths.

### b) Green links in residential areas:

Green links will be provided within the residential areas as part of the wider pedestrian and cycle network across the site. They will contain areas of informal open space and planting to create spatial variation between development, areas of benefit to the community and to encourage ecological migration through the site. Buildings will either front or side onto the green links to ensure that they are safe and secure routes. Lighting will be carefully considered to balance the safety of people and the ecological value of the links.



Picture 18 There will be pedestrian access to the woodland using a network of managed paths

### c) Materials and design:

The green links will be different in character from the footpaths alongside roads and will utilise natural materials where possible. The links will include SuDs elements such as swales and ponds.

The green links will be designed as part of the Detailed Landscape and Green Infrastructure Design and Management Plans for the developable area of the site. They should reflect and make a contribution to the changes in urban character over the developable part of the site and create a series of varied linked spaces (such as green corridors, planted squares and avenues and courtyards).

**L7. Details of the design of the Valley Access Road will be provided as part of the planning application.**

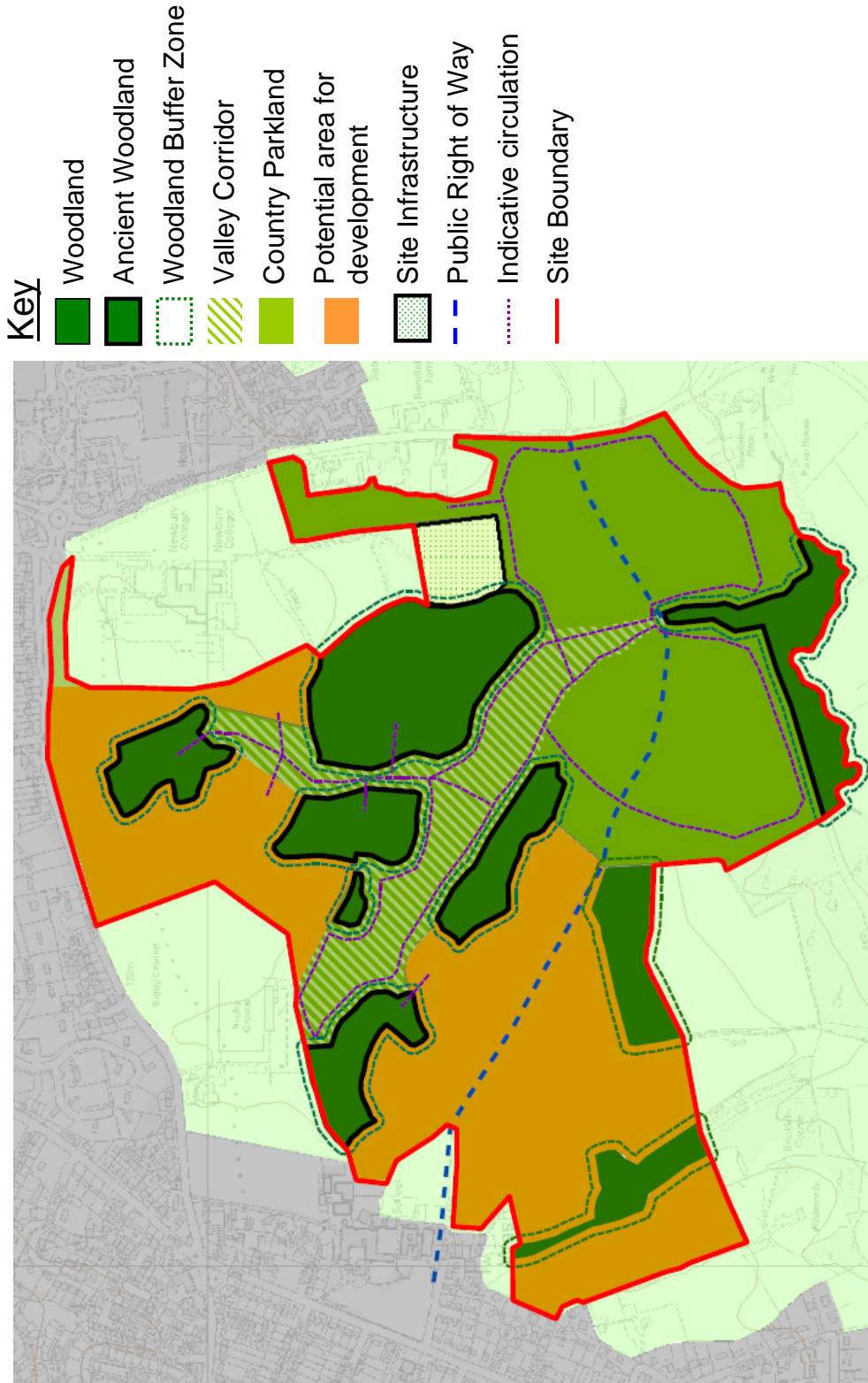
The design of the access road across the wet valley is crucial to maintaining the landscape character of the valley. The views up and down the valley should not be lost and lighting should be kept to a minimum to maintain a dark north/south corridor. It should be designed to respond to the landform and minimise damage to the tree cover on the valley sides.

**L8. The impact of any development on designated heritage assets and their setting will be considered through a Landscape and Visual Impact Assessment and a Heritage Impact Assessment to be agreed with the Council through the planning application process.**

The Sandlesford Park site is in close proximity to a number of Heritage Assets which include the former Sandlesford Priory which is a Grade 1 listed building and the wider Grade 11 Registered Park and Garden. The development and the Country Parkland must both conserve and enhance the heritage assets and their setting in accordance with policy CS19 of the adopted Core Strategy and be designed to incorporate historic landscapes and views into the scheme layout. Any conflict between the conservation and enhancement of the heritage asset and the development should be avoided or minimised.

Section F: Development Principles

Figure 6 Landscape Framework Plan



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## Section F: Development Principles

### E. Ecology and Wildlife

#### E1. The site will actively manage and promote ecology and biodiversity within the site.

The site is located within the Greenham and Crookham Plateau Biodiversity Opportunity Area, and will deliver strategic biodiversity enhancements in accordance with Policy CS18 of the Core Strategy. The following key aspects of the site will provide opportunities for ecological enhancement within Sandford Park:

- Management of existing woodland areas and planting of new woodland areas.
- Management and enhancement of existing watercourses.
- New public open spaces including the Country Parkland.
- Management and enhancement of existing and new hedgerows and trees.
- Management and enhancement of existing wet meadows and creation and management of new wildflower meadows.
- Management and enhancement of existing and creation of new ponds.
- A new community orchard using species local to Berkshire.
- Creation and management of new green links throughout the development which incorporate landscape planting and suds features such as swales and wetlands.

Picture 19 Image of a traditional Orchard in bloom



The planning application will be accompanied by a Strategic Ecological Enhancement Plan for the site.

#### E2. Management and protection of ecology through the development process.

All existing features of ecological value on the development site potentially affected by the development works will be maintained and adequately protected during site clearance, preparation and construction works. Details of this will be provided as part of the submission of the planning application at the outline and reserved matters stages.



## Section F: Development Principles

**A. Access and Movement**

**A1. The layout and design of Sandleford Park will promote a hierarchy of streets, spaces and routes which create a legible and permeable place.**

**Vehicular Access**

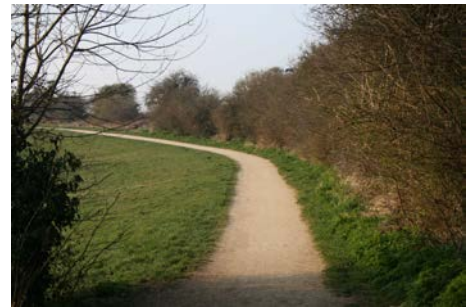
The principal vehicular accesses into the site will be from Monks Lane. Adequate frontage exists along Monks Lane to enable accesses to be provided within highway land and the land controlled by the land owners and the Highway Authority. Opportunities for other accesses should also be explored as part of the planning application process in order to ensure good permeability through the site. Evidence suggests additional accesses onto the A339 (close to the Household Waste Recycling Centre (HWRC)) and an all vehicle access link through Warren Road would be beneficial. It is the Council's preference that the following are explored to maximise opportunities for permeability through the site:

- An all vehicle access onto the A339 close to the Household Waste Recycling Centre (HWRC).
- An all vehicle access link through Warren Road.

**Cycle and Pedestrian Access**

Internal pedestrian and cycle routes will link into Newbury's existing walking and cycling networks, with access to the A339, Monks Lane, Warren Road, Andover Road and Newtown Road. A western route will be provided along Warren Road giving access to the A343 Andover Road. In addition improved linkages to existing services and facilities will be provided, including direct links to Newbury Rugby Club, Newbury College and Park House School, and wider links to Newbury Town Centre and the Railway Station.

**Picture 20** There will be a number of green links for pedestrians and cyclists within the site



**A2. The scheme will integrate with the existing surrounding development to ensure connections to the wider area.**

The important connections to promote and enable are to the following destinations:

- Wash Common shopping parade
- Newbury Retail Park
- Newbury Rugby Club
- Greenham Common
- Greenham Business Park
- Education facilities (for example Newbury College, St Gabriel's School and Park House School)

## Section F: Development Principles

- Health facilities (for example Falkland GP Surgery and pharmacy to the north west of the site).
- Newbury town centre and its facilities to the north of Monks Lane, including the rail station.

Opportunities will be sought for direct pedestrian and cycle access from the development site to these connections to encourage people to walk and cycle to them.

### **A3. Sandlesford Park will promote alternative forms of transport to the private car.**

The design of the site will encourage walking, cycling and the use of public transport for local and regular journeys. This will include the consideration of the distance of residential properties to the nearest bus stop<sup>(1)</sup>, schools and local shops. The location of these facilities should be carefully considered to maximise the use sustainable and low carbon modes of travel.

Cycle parking should be provided throughout the site in line with West Berkshire Council's cycle parking guidance.

As well as the appropriate physical design of the site, the development will be supported by a Travel Plan. The minimum requirements for a Travel Plan are included at Appendix 2: 'Site Travel Plan Requirements for Sandlesford Park' and should not be seen as being exhaustive or restrictive.

### **A4. The layout of buildings and spaces will lead to a connected and safe neighbourhood where pedestrians and cyclists have priority and the impact of vehicles is kept to a minimum.**

The design of streets will take into account their function (particularly including the requirements of pedestrians and cyclists) and the type, density and character of the development. Reference will be taken from the Character Areas section of this SPD which includes proposed street typologies as well as the Quality Design – West Berkshire SPD Part 2 Residential Development and Manual for Streets.

### **A5. Car Parking and Cycle Parking will meet the needs of residents and visitors.**

The level of residential car parking will be set to reflect national policy and take into account such things as the location and mix of dwelling types and the local levels of car ownership, and design will reflect principles set out in Manual for Streets.

Parking standards for education, commercial and community facilities will need to be discussed and determined on a case by case basis.

<sup>1</sup> Institute of Highways and Transportation (IHT) recommendation for distance to a bus stop from residential properties is up to 300 metres

## Section F: Development Principles

### **A6. The design of buildings and spaces will be accessible to all members of the community.**

The Disability Rights Commission guidance on Inclusive Design should be followed to ensure compliance with the Disability and Discrimination Act 1995.

The principles which should be considered are that inclusive design should:

- Provide equitable access;
- Allocate appropriate space for people;
- Include appropriate provision of lifetime homes;
- Ensure ease of use, comprehension and understanding;
- Require minimum stress, physical strength and effort;
- Achieve safe, comfortable and healthy environments.

**Picture 21 Buildings will be designed to allow access for all aspects of the community**



Details of how inclusive design has been achieved should be set out within the Design and Access Statement which forms part of the planning application.

Section F: Development Principles

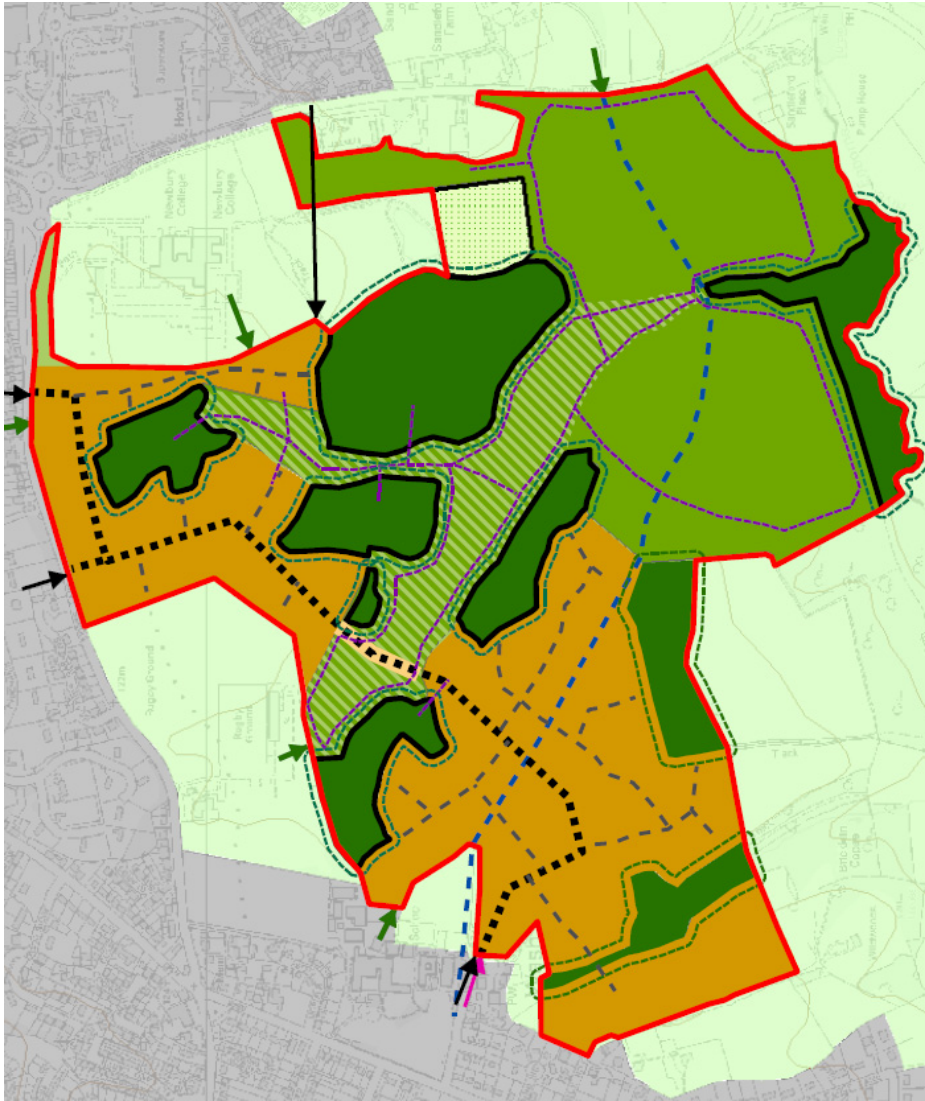
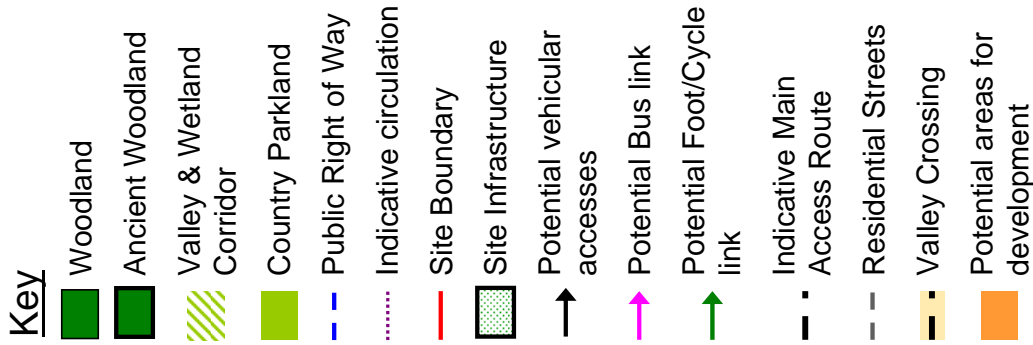


Figure 7 Access and Movement Framework

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## Section F: Development Principles

## H. Hydrology and Drainage

**H1. Surface water drainage methods shall ensure that volumes and peak flow rates of surface water leaving Sandleford Park are no greater than the existing greenfield run-off rates.**

The site is currently greenfield and the proposed new development will increase the impermeable area. In order to comply with Core Strategy policy CS16 and meet the Environment Agency's (EA) requirements, surface water discharge from the site should not be increased, and every opportunity should be taken to reduce the run-off rate below the existing.

**H2. Surface water drainage shall be managed with a variety of Sustainable Drainage Systems (SuDS).**

Surface water drainage should utilise a range of Sustainable Drainage Systems (SuDS) which could include source and site control measures such as car park drainage, green roofs, swales, wetlands, attenuation ponds and detention basins (both dry areas and with ponds).

The drainage system for the site must have regard to the topography of the site; the land uses both developed and public open space and the existing springs and woodland areas.

The design of the drains and roads should ensure that the existing springs continue to function: in particular any road crossing of the wet valley should not impact on the local hydrology.

SuDs need to be designed in conjunction with, and be reflected in, the Strategic Landscape and Green Infrastructure Plan and the Detailed Landscape and Green Infrastructure Design and Management Plans.

Developers will be expected to make contributions to the construction and maintenance of SuDs and other agreed measures in accordance with advice from both the Environment Agency and the Lead Local Flood Authority (LLFA) / SuDS Approval Board (SAB). Regards will also need to be given to the Flood and Water Management Act 2010 with regards to SuDs maintenance.



## Section F: Development Principles

**H3. SuDS systems should be used where possible to promote biodiversity across the site in accordance with the Strategic Ecological Enhancement Plan and detailed ecological studies.**

SuDS techniques can be used to provide wildlife and ecological benefits as well as aesthetic benefits to the site. Properly designed SuDS schemes can create habitats and increase biodiversity.

Swales, ponds and filter strips can be colonised by a variety of wetland plant, fish, animals and invertebrates. They also provide a place for people to enjoy nature and relax. Ponds and wetlands are probably the most important SuDS technique in terms of providing amenity and wildlife habitat. There are also a number of other opportunities to enhance the biodiversity of the site including the inclusion of native planting within SuDS.

Picture 22 Example of a balancing pond



**H4. The use of externally sourced water should be minimised within the site encouraging the recycling of rain and grey water.**

There are a number of technologies and products which enable end users to use less water, and allow the development to meet the Code for Sustainable Homes standards, such as small reservoirs for car-washing.

The design of buildings within the development should seek to provide grey water recycling as a key part of the approach to meeting sustainability requirements for the site.

## Section F: Development Principles

**P. Public Open Space and Recreation**

**P1. Sandleford Park will provide a range of public open spaces which will include the following:**

- **Country Parkland;**
- **a Neighbourhood Equipped Area of Play (NEAP);**
- **two Locally Equipped Areas of Play (LEAPs);**
- **a number of Local Areas of Play (LAPs);**
- **informal open space around the site;**
- **areas for growing food.**

The public open space strategy for the site is to be provided as part of the planning application. The Strategy should be based on the potential to incorporate the existing landscape features to provide an informal and natural approach to recreation. There is no identified formal recreation provision (sports pitches) on the site in lieu of significant areas of informal open space but the above will be provided to ensure the new community within Sandleford Park has adequate access to public open space.

It is proposed that a Ranger will be responsible for the day to day management of the public open space. This person will also link the community with the public open space through community based activities such as interpretative walks, events and voluntary conservation activities. Funding for this post will be sought through the planning application process.

**Country Parkland**

The Country Parkland will be located in the southern part of the site measuring approximately 82 ha / 203 acres. It will play a key role in protecting the sensitive landscape and historic significance of the southern part of the Sandleford Park site in perpetuity, protecting the views when approaching Newbury along the A339 as well as the registered landscape and setting of the former Sandleford Priory and its park and garden. The Country Parkland will provide opportunities for a wide range of recreational activities including a circular walk, a cycle path, educational trails and a sculpture trail. The Park could also provide picnic areas and areas of mown grass for informal play. To ensure the Country Parkland protects and enhances the existing landscape biodiversity it will also comprise managed habitat areas. To promote the sustainable use of the Country Parkland, opportunities should be maximised to inform residents of how best to utilise the Country Parkland from the outset.

**Neighbourhood Area of Play (NEAP)**

A Neighbourhood Area of Play (NEAP) is a play area equipped mainly for older children (including teenagers), but with opportunities for play for younger children. In accordance with best practice guidance provided by Fields In Trust (FIT) NEAPS should be located within 800m of new development. Therefore a single NEAP, located within the central part of the site would be appropriate.

## Section F: Development Principles

The design and layout of the NEAP should:

- Utilise the existing landscape assets of the site including land form and vegetation.
- Have good pedestrian and cycle links.
- Use natural materials where possible to provide a natural approach to play.
- Minimise the potential for nuisance to neighbouring properties.
- Be over looked by development to promote their secure use at all times.
- The inclusion of a skate park as part of the NEAP should be considered.

### **Locally Equipped Areas of Play (LEAP)**

A Locally Equipped Area of Play (LEAP) is a play area equipped for children between the ages of 3 and 12 years old. In accordance with best practice guidance provided by Fields In Trust (FIT) Local Areas of Play (LEAP) should be provided within 400m walking distance of any new development. The site will therefore provide two LEAPs, one in the northern and one in the western part of the site.

The northern LEAP will be incorporated into the northern valley (but not within the Country Parkland) and should seek to utilise the existing landscape assets of the site including land form and vegetation to provide a natural approach to play.

The western LEAP will be located within the residential development and could form part of the local centre. This LEAP will have a more formal approach to play in keeping with the character of the surrounding area.

The design and layout of the LEAPs should:

- Utilise the existing landscape assets of the site including land form and vegetation (particularly the northern site).
- Have good pedestrian and cycle links.
- Use natural materials where possible to provide a natural approach to play.
- Consider and minimise the proximity to the main highway.
- Minimise the potential for nuisance to neighbouring properties.
- Be over looked by development to promote their secure use at all times.

## Section F: Development Principles

### Local Area of Play (LAP)

A Local Area of Play (LAP) is a small area of open space for young children (mainly 4-6 year olds) to play games.

The approach to the provision for LAPs within the site is to ensure that they are usable, flexible and in the most accessible locations. LAPs can form part of the wider informal open space network with minimal intervention and work well when incorporated with other recreational facilities.

The site should therefore seek to provide LAPs within the residential areas, near the NEAP and LEAP facilities and potentially on the edge of the Country Parkland.

### Growing areas

As part of the approach to sustainable development there are opportunities within the site to provide growing areas for the local community, such as allotments and community orchards. These features can potentially be incorporated within the Country Parkland although there may be scope for this type of provision in other areas of the site.

**P2. Opportunities should be made when creating the Country Parkland Management Plan so that the Country Parkland minimises the impact of the recreational use of the countryside on breeding birds in the wider area.**

**P3. Public open spaces will be designed so that they are accessible to all members of the community.**

An inclusive approach should be undertaken to the design and layout of the public open spaces to ensure that they can be used by as many people possible without undue effort, special treatment or separation.

The public open spaces should:

- Be flexible in their use.
- Serve the needs of the whole community.
- Create places that all individuals feel comfortable in with no security issues or dominance by particular sectors of the community.
- Encourage local people to feel proud and create a sense of ownership of the space encouraging self management.
- Promote a better understanding of the landscape, historic and ecological value of the Country Parkland through interpretation or signage.

## Section F: Development Principles

**P4. Public open spaces will maximise the opportunities provided by the existing landscape features on the site.**

The site has a well defined local landscape character with a number of natural features including land form, water features and vegetation. These provide a good context for well designed natural play facilities.

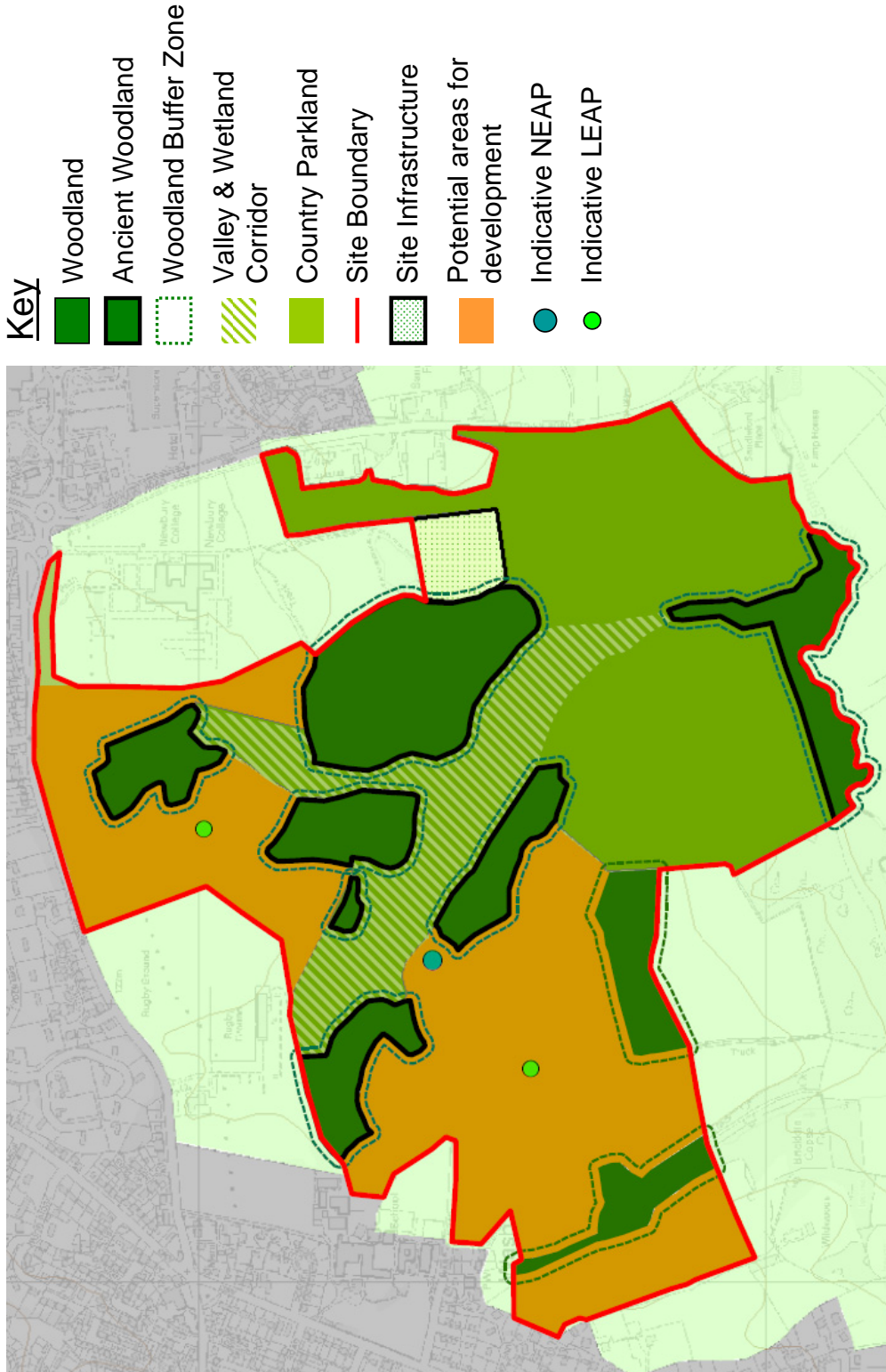
Where possible the open spaces and recreational facilities should maximise opportunities for use of natural materials and existing site features where this does not harm biodiversity interests.

Figure 8 shows the public open space strategy for the site which illustrates the above principles and shows the broad locations for the various elements of open space throughout the site. This will be expanded upon as part of the planning application to ensure areas of public open space are fully integrated within the site.



Section F: Development Principles

Figure 8 Public Open Space Framework Plan



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## Section F: Development Principles

### R. Renewable Energy

**R1. The development at Sandford Park will be expected to fully exploit the latest sustainable construction techniques together with 'building embedded' technology (such as photo-voltaic roof panels) in order to minimise the use of resources, maximise efficiency and reduce both carbon emissions and energy consumption, whilst delivering a high quality development that meets the policies (specifically CS15) and objectives of the West Berkshire Core Strategy.**

Due to Sandford Park's inclined south facing orientation, greenfield status and scale, there is significant potential to deliver an exemplar site regarding carbon dioxide reduction in the form of renewable energy generation and the sustainable construction standards.

A shift to low emission vehicles is likely over the time frame of the development so opportunities to include electrical charging points for vehicles should be explored at the design stage of the development. This will minimise the cost and disturbance of retrofitting at a later date.

**R2. There may be opportunities for the development to contribute towards decentralised renewable energy and heat generation as the Local Authority progresses its own work on this subject.**

The potential of micro-grids for Sandford Park should be considered at the design stage. This will need to consider the co-location of other heat sinks, both existing and new, such as commercial buildings, schools, Newbury College and affordable housing.

This could be seen at the catalyst for other decentralised energy development to come forward with the ambition of creating a heat network within Newbury.

**R3. A Design Code/Design Principles will be established through –the planning application to embody sustainable design and construction principles, including the Code for Sustainable Homes requirement.**

It is currently envisaged that 95% of the site will be developed after 2016, when the Government have stated they will include a zero carbon standard and the Core Strategy will require a Code for Sustainable Homes Level 6 for all new residential development. This is an exciting opportunity for Sandford Park to deliver a sustainable housing development with all of the cost benefits a large scale site offers.

A design code for the site will be established to embody sustainable design principles. This will be used to set specific benchmarks as to how the Code for Sustainable Homes will be implemented on the site. A design code will provide the opportunity to set out how the site will be delivered in terms of fully utilising passive solar heating through site orientation, house design, which incorporates south facing sloped roofs and 'Lifetime Home' criteria.

## Section F: Development Principles

**N. Neighbourhoods**

**N1. Whilst the site should be delivered holistically, as one community, within this it will be structured to create two new neighbourhoods which respond to the surrounding character and context.**

Given the topography of the site, the developable area to the north and west divides naturally into two sections – a northern section and a western section – to create two new neighbourhoods. These neighbourhoods will be developed with a mix of dwelling types and be well linked to each other and to surrounding uses with a network of open space and pedestrian/cycle routes.

**Neighbourhood Areas**

Both neighbourhoods will provide a range of house types and sizes, with predominantly family homes. The provision should respond to evidence including from the Berkshire Strategic Housing Market Assessment (SHMA), or any subsequent SHMA for the area, on housing need and demand, and will be expected to include a high proportion of 3-5 bedroom homes. This is both to reflect the evidence set out in the SHMA and to take into account the sizes and types of dwellings committed and completed during the Core Strategy period to date. The development should also include the provision of lifetime homes in accordance with Core Strategy policy CS4 and CS14.

Affordable housing will be delivered throughout the site in accordance with the provisions set out in Core Strategy policy CS6 providing at least 40% affordable housing. Extra care housing and 'move on' accommodation could be provided as part of this requirement.

Pepper-potting of the affordable housing is essential to ensure a sustainable tenure blind community. Delivery should, as far as possible allow for equal amounts and tenure split of affordable housing in each phase/neighbourhood.

Residential densities on the site will be in the average range of between 30 and 50 dwellings per hectare. References to low, medium and high densities will therefore be within this range.

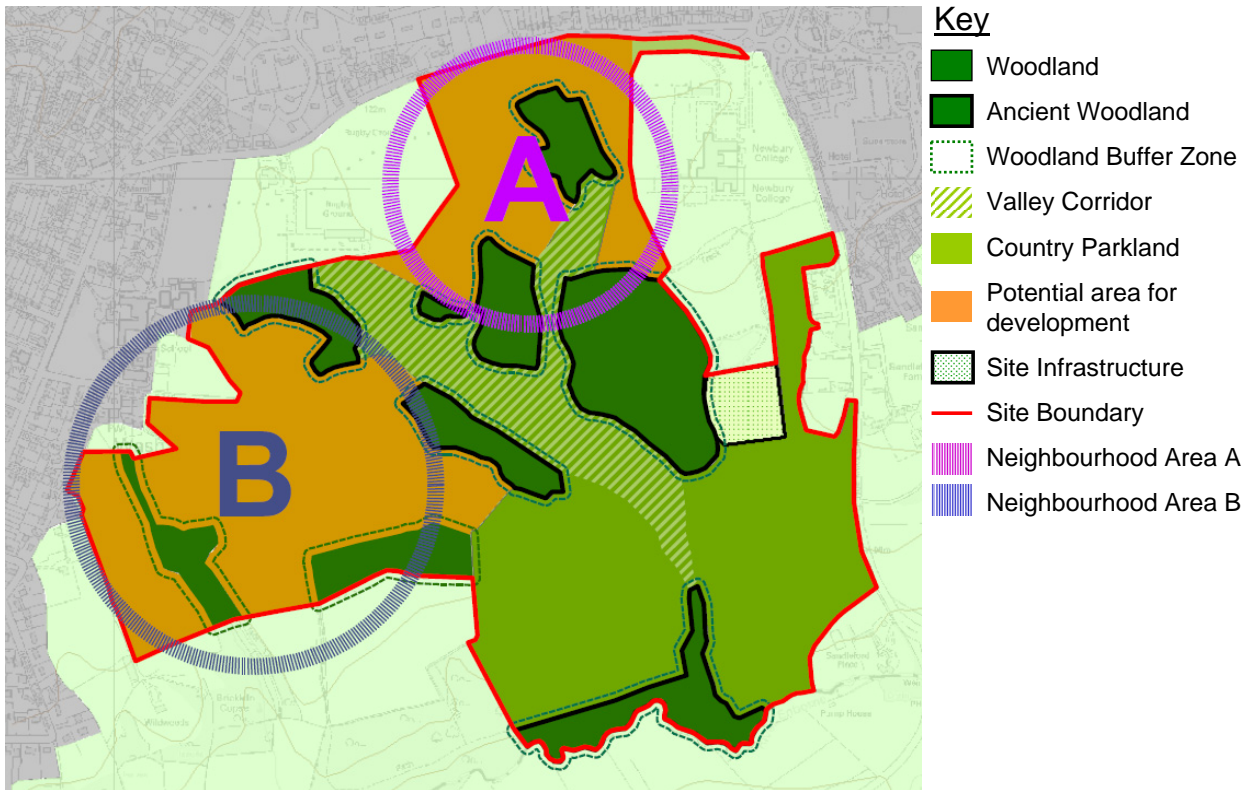
In addition to the above, the distinction of each neighbourhood will be defined by its approach to:

- a) Massing and built form
- b) Landscaping and open space
- c) Overall density
- d) Mix of uses
- e) Mix of house types and sizes.

The detailed design and layout of buildings and spaces will follow the principles CA1 – CA10 below for the different character areas. This will ensure continuity across the Sandleford Park development.

## Section F: Development Principles

Figure 9 Neighbourhood Areas



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### Sandlesford A

Sandlesford A comprises the area to the north of the main valley which runs northwest to southeast through the site. It includes the urban edge from Monks Lane and the urban/semi-rural interface with the Rugby Club and the College. This neighbourhood will be defined by:

- Higher/medium density development (above 30 dwellings per hectare).
- A mix of dwelling types including family houses and some apartments.
- A structured urban grain which responds to the pattern of development to the north of the site.
- A formal approach to buildings, open spaces and street design.



## Section F: Development Principles

**Picture 23 Sandleford A will have a more formal approach to the layout of streets and spaces than other parts of the site**



### Sandleford B

Sandleford B comprises the area of land to the south of the main valley including the area of land to the northeast of the existing residential properties at Wash Common. It will form the semi-urban interface with existing housing and the school and the rural interface with the Country Parkland. This neighbourhood will be defined by:

- Medium/lower density development (approximately 30 dwellings per hectare).
- A mix of dwelling types primarily houses with a limited number of apartments.
- A more organic urban grain which responds to the pattern of development to the west of the site.

**Picture 24 Sandleford B will have an organic approach to the layout of streets and spaces**

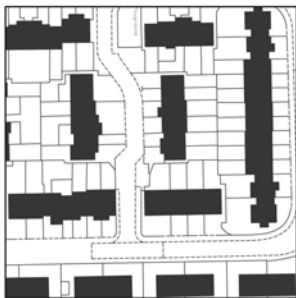




## Section F: Development Principles

Figures 10, 11 and 12. Illustrations showing extracts from the urban grain of the surrounding area

**Figure 10 Urban grain in the surrounding area - 50 dph**



**Figure 11 Urban grain in the surrounding area - 40 dph**



**Figure 12 Urban grain in the surrounding area - 30 dph**



## Section F: Development Principles

## F. Community Facilities and Services

**F1. Sandleford Park will provide a range of facilities which are accessible to both existing and future residents in the area.**

It is currently proposed that the local centre could be provided within the western part of the site providing a range of services and facilities to serve the needs of the existing and new communities. There is scope for some of the new services and facilities to be provided outside of this local centre, but the location of any new services and facilities should be highly accessible by a range of transport modes in particular public transport, walking and cycling.

The principal community facilities to be provided are:

- Primary educational facilities for the new population.
- An extension to Park House School sufficient for the new population.
- Early Years and Children's Centre provision for the new population.
- A space for indoor community use that may include a place of worship.
- Library provision.
- Small scale retail facilities to provide at least one local shop/convenience store.
- Health care facilities to serve the site, likely to be through the extension of Falkland Surgery.

Opportunities for shared facilities will be explored where there is potential for example with Newbury College, Park House School and Newbury Rugby Club. Community accommodation will be designed to ensure that it is suitable for multiple-uses.

## Section F: Development Principles

**F2. The design and layout of community facilities will respond to the character of the neighbourhood and its location.**

**Community facilities should be located, where possible, to create a community hub.**

The local centre should be characterised by high quality built form and public realm forming a focal point which provides a strong identity to the development.

Residential uses should be incorporated to ensure 24 hour activity and surveillance of the public areas.

Parking and servicing should be carefully considered to ensure that they are not obtrusive and allow for active frontages to the street. Parking should be incorporated within the design of the street and large surface car parks should be avoided.

The provision of access to schools should be carefully considered prioritising walking and cycling, but allowing for limited pick and drop off without detriment to the safety of pedestrians and cyclists, movement of traffic and amenity of residential properties in the area.

Commercial and community buildings should be designed to allow for adaptation to a range of uses including retail, food and drink, professional services, employment and community uses.

Picture 25 Example of a modern primary school



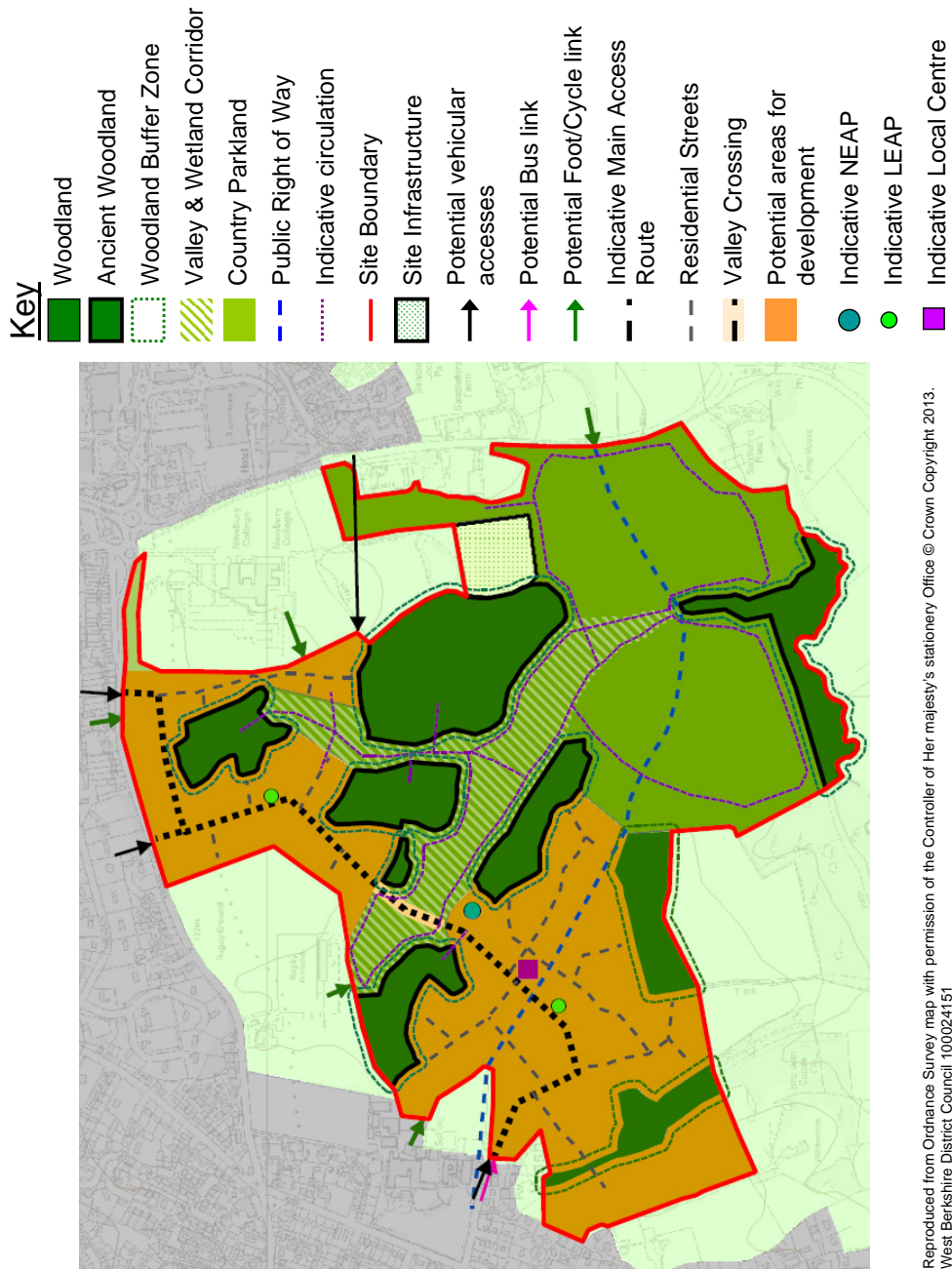
Picture 26 Example of a small scale retail facility



Section F: Development Principles

Masterplan Framework

Figure 13 Masterplan Framework



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## Section F: Development Principles

### U. Urban Design Principles

The following sets out the key urban design principles which should be adhered to throughout the site to ensure a comprehensive high quality development with strong integration between the built form and natural environments. The design and layout of the site must also reflect policy CS14 of the Core Strategy, Quality Design West Berkshire SPD and Manual for Streets. Designing a safe and accessible environment is key to planning positively for the site. Good design should reinforce local patterns of development and respect the surrounding landscape in terms of scale, quality and materials. 'Secured by Design' principles should be incorporated within the design of the development to reduce the opportunities for crime and the fear of crime. High quality design will add value to the development in terms of how functions, providing greater community cohesion and increased accessibility and environmental performance.

**U1. The development will enhance the character of the area in both its townscape and landscape design by responding sensitively to its context across the site.**

In designing the development it is essential to take into account the existing character and context of the surrounding area. The development should create a sense of place through high quality design that complements and enhance the existing landscape and built heritage. A full understanding of how the new development will integrate with and contribute to the character of the existing area will assist in creating a place which responds sensitively to the site and its setting, and will deliver a valued and successful development.

**U2. The development will create a series of streets and spaces with clearly defined public and private areas.**

Public and private spaces throughout the development should be clearly distinguished. Public and private spaces tend to be defined by buildings, structures and/or landscaping. The use of structures such as fences, walls, hedgerows and gates can clearly indicate the extent of public and private spaces within the development.

Public spaces should be overlooked by natural surveillance, such as active frontages, creating a space which feels safe and minimises the opportunities for crime. The relationship between buildings and such spaces, along with the use of landscaping is very important in defining the role and function of the space, as well as identifying its importance. Private spaces should only be enclosed and overlooked by the owners property. Access to private spaces may be restricted to the user, but careful design of these spaces is required to ensure a safe, secure and usable environment.

**U3. Public realm and open space will be designed as an integral part of the layout and be accessible to the whole community.**

Public realm is defined as any publicly accessible open spaces and any public and civic buildings and facilities. This can include streets, parks, squares which are available, without special charge, for use by everyone. The public realm and open spaces should be designed from the outset as an integral part of the development. The public realm within the development should be designed with a purpose in mind and be of a high quality to encourage a sense of ownership and identity. The quality



## Section F: Development Principles

of the public realm will ensure its attractiveness and success. Consideration should be given to key elements such as the incorporation of active frontages, hard and soft landscaping and street furniture where appropriate in keeping with the intended function of the public realm such as footpaths, cycleway, bin storage and car parks. All need to be considered early in the design process.

**U4. Sandleford Park will be an easy place to move around with a permeable layout and good connections to the wider area, including links to existing local facilities and Newbury Town Centre.**

The development will consist of a network of streets and pathways which provides a permeable and connected layout. New routes should connect into existing routes and movement patterns, ensuring effective integration of the site. The development should consist of well designed streets, creating a place which encourages walking and cycling, and where cars do not dominate.

**U5. Sandleford Park will be a legible site providing recognisable routes, spaces and landmarks to help people move around the site safely and efficiently.**

The site should be designed to ensure users can understand and identify key routes, spaces and landmarks to assist them in finding their way through the site. The distinction between public and private space must be clear and the development should feel safe and secure at all times. High quality design will improve the legibility of the development.

**U6. The design and layout of buildings and spaces will allow for future adaptation allowing it to respond to changing social, technological and economic conditions.**

The design and layout of the Sandleford Park development must be flexible enough to respond to changes in use, lifestyle, technology and demography over time. This means creating flexible spaces and buildings (including Lifetime Homes), designing for energy efficiency and modal shift, as well as ensuring the layout of service infrastructure takes account of potential future changes in demand.

**U7. Sandleford Park will be a place with variety and choice which responds to the existing and future needs of the community of Newbury.**

Delivering variety and choice throughout the site is essential to creating an attractive place to live, work and spend leisure time. The extent of the variety and choice to be provided must be set within the local context. A mix of dwelling types, tenure and sizes throughout the site will be required in accordance with planning policy. Approximately located community facilities, along with active frontages at the local centre and a range of open spaces will assist in the delivery of a balanced community.

## Section F: Development Principles

### C. Character and Appearance

To assist in adding character and variety to the development the site will be defined by smaller character areas. These areas are largely determined by their function and location within the site and have been defined by their relationship with the built form, landscape and open spaces. They will respond to the surrounding environs creating a sense of identity within the larger neighbourhoods.

**C1. The character and appearance of buildings and open spaces will be defined by both the neighbourhood (Sandford A and Sandford B) and the character areas.**

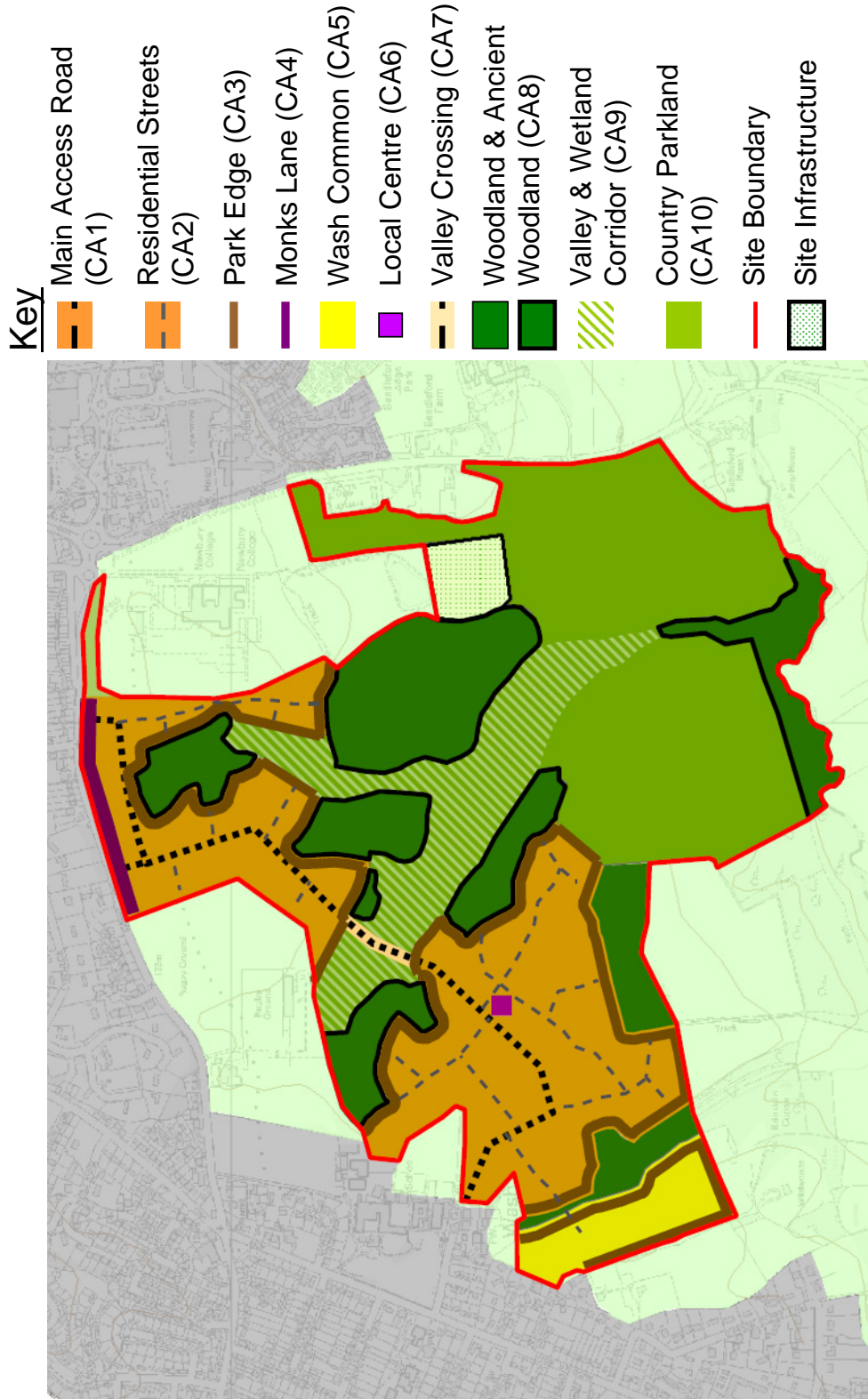
Across the site there are 10 character areas:

- CA1 Main access route
- CA2 Residential streets
- CA3 Park Edge
- CA4 Monks Lane
- CA5 Wash Common
- CA6 Local Centre
- CA7 Valley Crossing
- CA8 Woodland
- CA9 Valley Corridors
- CA10 The Country Parkland

To define each character area a series of design principles and criteria are detailed below which relate to the built form, landscape and open spaces. They are not intended to be prescriptive in terms of architecture or detailed design but provide a set of design parameters to guide future development on the site. To show how the principles and criteria can be implemented a series of illustrations and photographs are set out within this section for each character area.

Section F: Development Principles

Figure 14 Character Areas



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## Section F: Development Principles

### CA1. Main Access Route

#### Key design principles

- The main access route will be a two-way street with footpaths either side separated from the road by landscaped verges. On carriage-way cycle provision must be included within the design of the main access route and the potential of a semi-raised cycle way will be explored.
- Car parking will be provided in a range of ways in line with Manual for Streets. Cycle Parking will be provided in line with WBCs cycle parking guidance.
- There will be opportunities for a limited amount of on street parking along the street, particularly in the local centre area.
- The main access route will accommodate public transport and will allow for bus access and associated infrastructure (stops/shelters). Bus stops and shelters need to incorporate Real Time Information (RTI).
- Traffic calming features to be provided to achieve 20mph design speed, such as road narrowing and changes in materials and direction in line with Manual for Streets.
- Front gardens to dwellings will abut footpaths using a mixture of garden railings and mixed native/ornamental hedgerow, shrub and tree planting. Front gardens will need to be large enough to allow houses to be set back from the verges at a distance which enables verge trees to grow to full maturity without cutting back.
- Non-residential buildings will be set back from the edge of footpaths.
- The enclosure of the street will be defined by a strong building line behind private gardens providing containment of the space reflecting its hierarchy as a main route.
- Direct access to dwellings will be provided from the main access route.
- There will be opportunities for landmark buildings (houses or apartments) at key gateways into and out of the character area and at key junctions.
- There will be a strong, formal landscape character along the main access route through formal planting of street trees and hedgerows.

## Section F: Development Principles

**Main Access Route - Street Typology**

Design speed	20mph
Carriageway dimensions	4.8 - 6.0m (plus cycle lanes on carriageway)
Footways	2 x 2m
Cycleways	On carriageway in dedicated lane (1.5m on both sides)
Access to dwellings	Yes
Verge	Yes
Car parking	Limited on street, residential in line with Manual for Streets
Public transport	Yes

**Main Access Route - Street Typology**

Scale	2 - 4 storeys or equivalent
Detached	Yes
Semi-detached	Yes
Terraces	Yes
Apartment buildings	Yes
Commercial buildings	Yes
Retail units	Yes



## Section F: Development Principles

Main Access Route - Landscape Typology	
Front gardens	3 -5m
Front boundaries	Railings and hedgerows/shrubs
Rear and side boundaries	Timber fencing and brick walls
Planting in street	Individual tree planting in verge
Street furniture	Predominantly timber and metal
Lighting	Single black painted columns
Public art	Yes

**Picture 27 Tree planting within the street in Newbury**



**Picture 28 Taller, continuous frontages along the main street**



## Section F: Development Principles

### CA2. Residential Streets

#### Key design principles

- The residential streets will be two way streets with footpaths either side.
- Car parking will be provided in a range of ways in line with Manual for Streets. Cycle Parking will be provided in line with WBCs cycle parking guidance.
- The layout of buildings and boundaries will define the alignment of the street rather than the highway. This will allow for variety in the width of footways, highway and spaces.
- There will be some tree and hedgerow planting within the street.
- Traffic calming features will be provided to achieve 20mph design speed, such as road narrowing and changes in materials and direction in line with Manual for Streets.
- The streets will be defined by dwellings fronting onto the street with predominantly short front gardens.
- A mix of low walls, fencing or changes in material will be used to define public and private areas at the front of properties.
- The streets will provide direct access to dwellings.
- There will be opportunities for landmark buildings (houses or apartments) at key gateways and junctions.

## Section F: Development Principles



Residential Streets - Street Typology	
Design speed	20mph
Carriageway dimensions	4.8 - 6.0m
Footways	2 x 2m
Cycleways	In street
Access to dwellings	Yes
Verge	No
Car parking	In line with Manual for Streets, including some on street parking
Public transport	Yes, in some cases

Residential Streets - Street Typology	
Scale	2 - 3 storeys or equivalent
Detached	Yes
Semi-detached	Yes
Terraces	Yes
Apartment buildings	Yes

## Section F: Development Principles

**Residential Streets - Street Typology**

Commercial buildings	No
Retail units	No

**Residential Streets - Landscape Typology**

Front gardens	0 -5m
Front boundaries	Walls, railings and hedgerows/shrubs
Rear and side boundaries	Timber fencing and brick walls
Planting in street	Potential for some individual tree planting
Street furniture	Predominantly timber and metal
Lighting	Single black painted columns
Public art	Yes

**Picture 29 Dwellings overlooking the pedestrian routes**



**Picture 30 Buildings defining the street**



## Section F: Development Principles

### CA3. Park Edge

#### Key design principles

- The park edges will be defined by a mix of informal public open space, planting and built form.
- Dwellings will overlook the open spaces by being positioned either side-on or front-on to the open spaces.
- Properties will gain access from shared surfaces at the edge of the open space.
- The open spaces will accommodate open areas, additional planting, public footpaths, cycleways and children's play areas.
- Front gardens to dwellings will use natural materials and planting to define their boundaries.
- Buildings will be set back from the edge of shared surfaces.
- Built form will provide a broken, irregular building line to soften the visual impact.
- There will be opportunities for landmark buildings (houses or apartments) at key gateways and junctions.
- A maximum 20mph design speed will be achieved by use of materials and road widths.
- Car parking will be provided in a range of ways in line with Manual for Streets. Cycle Parking will be provided in line with WBCs cycle parking guidance.
- There will be a predominantly informal landscape character.



## Section F: Development Principles



Park Edge - Street Typology	
Design speed	20mph
Carriageway dimensions	4.8m with widening in bends
Footways	In street
Cycleways	In street
Access to dwellings	Yes
Verge	Yes
Car parking	In line with Manual for Streets
Public transport	No

## Section F: Development Principles

Park Edge - Street Typology	
Scale	1 - 2 storeys or equivalent
Detached	Yes
Semi-detached	Yes
Terraces	No
Apartment buildings	No
Commercial buildings	No
Retail units	No

Park Edge - Landscape Typology	
Front gardens	3 -8m
Front boundaries	Timber fencing and hedgerows/shrubs
Rear and side boundaries	Timber fencing and hedgerows/shrubs
Planting in street	Planting in the open space only
Street furniture	Predominantly timber
Lighting	Low level lighting and on buildings only
Public art	Yes

Picture 31 Dwellings side onto the open space



Picture 32 Individual buildings set back from a private drive



## Section F: Development Principles

**CA4. Monks Lane**

## Key design principles

- The character of Monks Lane will be maintained through the strategic planting planned for the site.
- The layout of the buildings will avoid long terraces or groups of buildings parallel to Monks Lane.
- Gaps in the built form will allow for the retention of some views into the site from properties on the north side of Monks Lane.
- There will be additional pedestrian / cycle access links into the site from Monks Lane to improve permeability and access to the site.
- Monks Lane will continue to accommodate all forms of transport with the shared pedestrian / cycle route on the southern side of the road.
- Two principal access points will be provided off Monks Lane.
- Greenlinks should connect Monks Lane with the Country Parkland to the south.



## Section F: Development Principles

Monks Lane - Street Typology	
Design speed	30mph
Carriageway dimensions	As existing
Footways	As existing
Cycleways	As existing
Access to dwellings	Limited
Verge	As existing
Public transport	Enhanced

Monks Lane - Street Typology	
Scale	2 - 4 storeys or equivalent
Detached	Yes
Semi-detached	Yes
Terraces	Yes
Apartment buildings	Yes
Commercial buildings	No
Retail units	No

**Picture 33 Buildings hidden behind hedges in Monks Lane**



**Picture 34 Buildings set back from the street in Monks Lane**



## Section F: Development Principles

### CA5. Wash Common

#### Key design principles

- The streets will be shared surfaces.
- Car parking will be provided in a range of ways in line with Manual for Streets. Cycle Parking will be provided in line with WBCs cycle parking guidance.
- A maximum 20mph design speed will be achieved by use of materials and road widths. The width and alignment of the streets will vary to avoid formality.
- The streets will be defined by dwellings set back from the street with front gardens.
- A mix of planting, low walls and fencing will be used to define public and private realm at the front of properties.
- The streets will provide direct vehicular access to serve individual dwellings.
- There will be opportunities for landmark buildings (houses or apartments) at key gateways and junctions.
- There will be a predominantly informal landscape character.



## Section F: Development Principles



Wash Common - Street Typology	
Design speed	20mph
Carriageway dimensions	4.8m with widening on bends
Footways	In street
Cycleways	In street
Access to dwellings	Yes
Verge	Yes
Car parking	In line with Manual for Streets
Public transport	Yes, in some cases

## Section F: Development Principles

Wash Common - Street Typology	
Scale	2 - 3 storeys or equivalent
Detached	Yes
Semi-detached	Yes
Terraces	No
Apartment buildings	No
Commercial buildings	No
Retail units	No

Wash Common - Landscape Typology	
Front gardens	2 - 8m
Front boundaries	Walls, railings and hedgerows/shrubs
Rear and side boundaries	Timber fencing and brick walls
Planting in street	Potential for some individual tree planting
Street furniture	Predominantly timber
Lighting	Single black painted columns
Public art	Yes

**Picture 35 Dwellings set back behind landscaped areas**



**Picture 36 Existing landscape features incorporated into the layout**



## Section F: Development Principles

### CA6. Local Centre

#### Key design principles

- The new local centre will be located along the main access route and will form part of Character Area 1 (CA1); it will therefore share many of its characteristics.
- There will be limited on-street parking along the street for short stay purposes and dedicated car parking associated with the community / commercial facilities.
- Covered cycle parking will be provided within the public area.
- The local centre will accommodate public transport and will allow for bus access and associated infrastructure (stops/shelters), including Real Time Information (RTI).
- The local centre will include retail, commercial and community elements as set out in development principle F1.
- The local centre will incorporate a hard landscaped area of public realm, such as a central square / plaza, which can be used for a variety of community and commercial uses.
- Buildings within the local centre will have active uses at ground floor, with opportunities for residential at first floor level.
- There will be opportunities for landmark buildings (houses or apartments) at key gateways into and out of the character area.
- There will be a strong, formal landscape character through formal planting of street trees and hedgerows.

## Section F: Development Principles



## Local Centre - Street Typology

Design speed	20mph
Carriageway dimensions	4.8 - 6.0m (plus cycle lanes on carriageway)
Footways	2 x 2m
Cycleways	On carriageway in dedicated lane (1.5m on both sides)
Access to dwellings	Yes
Verge	Yes
Car parking	Limited on street and in dedicated areas
Public transport	Yes

## Section F: Development Principles

Local Centre - Street Typology	
Scale	2 - 4 storeys or equivalent
Detached	No
Semi-detached	Yes
Terraces	Yes
Apartment buildings	Yes
Commercial buildings	Yes
Retail units	Yes

Local Centre - Landscape Typology	
Front gardens	0 - 3m
Front boundaries	N/A
Rear and side boundaries	Timber fencing and brick walls
Planting in street	Individual tree planting in verge and public area/square
Street furniture	Predominantly timber and metal
Lighting	Single black painted columns
Public art	Yes

**Picture 37 Commercial uses at ground floor with residential above**



**Picture 38 Hard landscaped civic space**





## Section F: Development Principles

### CA7. Valley Crossing

#### Key design principles

- Mature trees within the valley will be retained to maintain the parkland setting and filter or obscure views of development.
- The valley crossing will sympathetically respond to landform, avoiding the need for large scale earthworks.
- Views of the development edge from within the valley will be carefully managed to minimise the intrusion of development into key views.
- The highway crossing the valley will pass through the wetland on a high quality low level bridge, which will minimise visual impact and impact on the hydrological regime of the wetland.
- Dedicated pedestrian and cycle access will also be incorporated onto the bridge.
- Additional parkland tree planting will be included on the valley sides where it does not conflict with ecological objectives for the valley.

Should additional valley crossings be required the above design principles will apply.

**Picture 39 View towards valley crossing location showing existing parkland character**



## Section F: Development Principles

### CA8. Country Parkland - Woodland

#### Key design principles

- Areas of ancient and semi-natural woodland within the site will be retained in their entirety with a buffer zone to development of 15 metres.
- Active management intervention of the woodland will be undertaken to enhance biodiversity by establishing a diverse age and physical structure.
- Lighting along the adjacent development edge will be minimised to avoid light spill towards and into the woodland.
- Woodland edge habitats will be retained or new edge habitats will be implemented and maintained to maximise the biodiversity value and landscape amenity of the woodland.
- There will be managed access to the ancient woodland via a series of identified paths and routes. Public access will be encouraged into areas where access provision is compatible with the sensitivity of the retained or proposed habitats.
- Pedestrian routes into woodland areas will provide links to the wider network of pedestrian linkages within the development and through the valley onto the Country Parkland.
- The woodland areas are not considered suitable to allow access for cycles.
- Buffer zones will be a mix of grassland and native shrub planting and managed for biodiversity, in keeping with the landscape, ecological and heritage objectives for the buffers, as identified in the Detailed Landscape and Green Infrastructure Design Management Plans.
- New woodland planting to replace lost ancient semi-natural woodland to the south of the site will be considered.

Picture 40 Pedestrian routes adjacent to and within woodland



Picture 41 Pedestrian routes



## Section F: Development Principles

**CA9.Valley Corridors**

## Key design principles

- The undeveloped character of the valley corridors will be retained through the sensitive arrangement of the development edge in key views.
- Pedestrian routes into woodland areas will provide links to the wider network of pedestrian linkages within the development and through the valley onto the Country Parkland.
- The management of existing and created species rich grassland will maintain and maximise biodiversity value. Locally sourced seed mix should be used where possible for the creation of grassland.
- Pedestrian and cycle routes will link the individual parts of the development in a safe, convenient and attractive manner.
- Existing mature and veteran trees within the valley corridors will be retained and managed as appropriate.
- Pedestrian routes within the valley will follow the edge of the valley floor avoiding the wetland area to minimise adverse impacts and allow access into the development areas.
- Any changes to landform associated with pedestrian routes will be sensitive in approach and consistent with the character of the landscape.
- Path surfaces will be developed so as not to have any impact on the hydrology of the valley corridor.

## Images of wetlands within the valley corridor

Picture 42



Picture 43



Picture 44



## Section F: Development Principles

### CA10.The Country Parkland - Meadows

#### Key design principles

- The public footpath will be retained along its current alignment which is of historic importance due to its association with Sandlesford Priory and historic link to Warren Road.
- The management of species rich grassland will maintain and maximise biodiversity value.
- Pedestrian and cycle routes will link the individual parts of the development in a safe, convenient and attractive manner.
- Existing mature and veteran trees associated with the hedgerows and public footpath will be retained and managed as appropriate.
- Changes to boundary features which define the meadows/Country Parkland will be consistent with the character of the landscape using hedgerows, post and rail or post and wire fencing.
- Any changes to landform associated with pedestrian routes will be sensitive in approach and consistent with the character of the landscape.
- Existing hedgerows associated with the meadows within the Country Parkland will be improved by planting in gaps. These will be maintained to provide a dense structure, providing maximum value for biodiversity through traditional management methods where possible e.g. hedge laying.
- Views to and from the Priory and historic park and garden will be retained and enhanced. Historic landscape features will be retained and opportunities sought to enhance both surviving and lost historic features.
- Consideration will be given to extend the woodland into this area, to the extent of Ancient Semi-Natural Woodland cleared in the early 20<sup>th</sup> century.

#### Images of species rich grassland

Picture 45



Picture 46



Picture 47





## Section G: Delivery and Implementation

### Section G: Delivery and Implementation

**128** This section of the SPD sets out guidance for applicants regarding the planning application requirements to ensure continuity with the SPD, particularly its development principles and strategic objectives. This is not an exhaustive list of planning application requirements.

#### Planning application

**129** In order to secure the infrastructure requirements of the development as a whole there is a requirement for a single planning application for the entire site (either outline or full) which is to be accompanied by an Infrastructure Delivery Plan (IDP). This will ensure the site is developed in a comprehensive manner and the infrastructure provided in a timely fashion to serve the development. This submitted IDP will be specific to the development and cover the whole site. Planning applications for only part of the site, or planning applications which are not accompanied by such an IDP, are likely to be unacceptable as they would not ensure the comprehensive development of the site.

**130** Given the scope for variation in capacity and subsequent infrastructure requirements arising, the submitted Infrastructure Delivery Plan (IDP) will need to take into account both the minimum requirements of the SPD and the requirements generated from the development. The starting point for this will be the IDP which was examined alongside the Core Strategy, including any subsequent updates. The Sandleford Park specific elements from the Core Strategy version of the IDP is attached as Appendix 3: 'Sandleford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan'.

**131** The approval of the planning application must secure all the mitigation measures appropriate to the development that is being approved. The applicants must therefore demonstrate at the outset how the mitigation is expected to be achieved. A list of potential supporting documentation to the planning application for the Sandleford site is set out in Appendix 4.

**132** An overarching utilities plan should also form part of the submitted IDP. This should set out the strategy for the installation and delivery of services including electricity, gas, water supply, waste, foul water and information technology.

**133** In accordance with the NPPF, pre-application discussions will be encouraged and an agreed timetable, key milestones and information requirements for the planning application will be agreed with the Local Planning Authority in the form of a Planning Performance Agreement (PPA).

**134** Engagement with the community will also form an important part of the planning application process and the applicants will need to work closely with the Council and other key stakeholders at the pre-application stage.

**135** The planning application will need to be supported by an Environmental Impact Assessment (EIA) as required by EEC Directive 85/337/EEC, as amended by EEC Directive 97/11/EC; and in accordance with the Environmental Impact Assessment Regulations. A Scoping Opinion, in accordance with Regulation 10, should be sought from West Berkshire Council in advance of undertaking the EIA.

**136** A Flood Risk Assessment will be required for the site. This will be prepared in discussion with the Environment Agency and the Council, and will inform an overarching plan for water management that should form part of the submitted IDP for the site. This should provide a site-wide strategy for drainage, flood protection and prevention, flood water attenuation, strategic surface water drainage and any other relevant issues identified by the Flood Risk Assessment.



## Section G: Delivery and Implementation

**137** A Transport Assessment and Travel Plan for the site will also be required as part of the planning application.

### Ensuring design excellence

**138** The SPD forms part of a wider policy framework for securing design excellence across the site. This includes national and local planning policy as described in Section C of this document. It will be important for applicants and developers to demonstrate how they have taken these into account throughout the design and construction process.

### Design and Access Statements

**139** The Local Planning Authority will expect the planning application to be accompanied by a comprehensive Design and Access Statement.

**140** Where the planning application is submitted as an outline application, the Design and Access Statement, which forms part of the application should provide the basis for quality of layout and design to be delivered through subsequent Reserved Matters and detailed planning applications. This should be achieved by a process of design coding which builds on the strategic objectives and development/design principles set out within this document.

**141** Applicants will be expected to demonstrate how they have incorporated high standards of design through the design process and how these will be delivered through to completion. They will also consider subsequent management and maintenance issues. If the applicants are not the developer then they will need to set out how the standards will be secured.

**142** The Local Planning Authority will expect that the application, if it is submitted as an outline application, will provide as a minimum:

- Details of uses proposed across the site,
- The amount of development for each use,
- An indicative layout,
- Parameters for the sizes of buildings; and
- Indicative access points.

**143** In addition to this the design coding/principles within the Design and Access Statement will prescribe the overall character of the development and the specific design approaches across the site including:

- Street design,
- Buildings scale, massing,
- Building layout and architectural design,
- Use of materials,
- Public spaces,
- Car parking and cycle parking,
- Community buildings and facilities,
- Sustainability.

## Section G: Delivery and Implementation

### Comprehensive Masterplan

**144** The Local Planning Authority will expect the planning application to be accompanied by a comprehensive Masterplan for the whole site. This should be produced and agreed by all of the landowners and developers of Sandleford Park prior to submission of the planning application. The development of this Masterplan should enable a holistic approach to a well-planned and coherent development of buildings and spaces across Sandleford Park in a way which maximises its potential.

**145** The Masterplan should include sufficient detail to enable an overall understanding of how the development has been planned and guide a top level assessment of the proposal in the long term. It should also include details of the phasing of the development.

**146** The Masterplan should describe and map the overall development concept and set out details to include land uses and the layout of the built form, green spaces, green links, infrastructure and services. It should also include proposed unit sizes, types and numbers for each phase of the development.

### Conditions and Planning obligations

**147** The SPD refers to various matters which may be secured by way of planning conditions. As part of the planning application process the Local Planning Authority will set out the draft planning conditions as they become known. Conditions will be in accordance with advice contained in Circular 11/95 (or subsequent guidance) and will be those that are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other aspects.

**148** Conditions will also need to have regard to the scale of the development and its delivery over a long period of time.

**149** A legal agreement under Section 106 of the Town and Country Planning Act (as amended) will be negotiated between the Council and the applicants prior to the granting of planning permission.

**150** Section 106 agreements will be in accordance with the 2012 CIL Regulations (or any subsequent updates/amendments) and draft Heads of Terms should be submitted by the applicant with the planning application.

## 1 Adopted Core Strategy Policy CS3

### Appendix 1: Adopted Core Strategy Policy CS3

#### Sandlesford Strategic Site Allocation

Within the area identified at Sandlesford Park, a sustainable and high quality mixed use development will be delivered in accordance with the following parameters:

- Phased delivery of up to 2,000 dwellings, of which at least 40% will be affordable and with an emphasis on family housing. At least half the housing is planned to be delivered by 2026;
- Development to be limited to the north and west of the site in order to respect the landscape sensitivity of the wider site and to protect the registered historic landscape and setting of the former Sandlesford Priory;
- Residential densities on the site to be in an average range of between 30 and 50 dwellings per hectare to reflect the predominant mix of family sized homes;
- Generation of on-site renewable energy;
- Two vehicular accesses will be provided off Monks Lane with an additional sustainable transport link for pedestrians, cyclists and buses provided from Warren Road onto the Andover Road;
- Further infrastructure improvements will be delivered in accordance with the Infrastructure Delivery Plan. Any infrastructure needs which are critical to the delivery of the site are set out in Appendix D;
- Provision of a new primary school on site and the extension of Park House School;
- Provision for retail facilities in the form of a local centre and business employment;
- A network of green infrastructure to be provided which will:
  - conserve the areas of ancient woodland and provide appropriate buffers between the development and the ancient woodland;
  - mitigate the increased recreational pressure on nearby sensitive wildlife sites, secure strategic biodiversity enhancements;
  - provide a country park or equivalent area of public open space in the southern part of the site; and
  - respect the landscape significance of the site on the A339 approach road into Newbury.

#### Explanation of the Policy

**1.1** The Sandlesford Park site to the south of Newbury comprises approximately 134 hectares of land. It is bordered to the north by existing development along Monks Lane and could accommodate around 2,000 dwellings with associated community facilities and services. Some flexibility in delivery is anticipated, with at least 1,000 dwellings proposed to be delivered by 2026, but with the ability to increase this amount if monitoring or changing circumstances indicate that this is necessary.

**1.2** A concept plan has been produced which shows how the development of the site could be delivered, taking into account the opportunities and constraints of the site. Only 39% of the site is proposed for development in this concept plan with the rest taken up by open space and woodland. The concept plan is indicative only and a masterplan or SPD will be prepared to set out the detailed guidelines for the distribution of uses and design of the site.

## Adopted Core Strategy Policy CS3 1

**1.3** The area is accessible to facilities and services in Newbury town centre and is also close to other retail and educational facilities. A local centre is proposed for the site to deliver day-to-day shopping needs, and employment provision will be made at the site to assist in the creation of a sustainable community.

**1.4** The development would need to be designed with significant green infrastructure, taking account of the site's location, topography, and landscape importance. The site is located within the Greenham and Crookham Plateau Biodiversity Opportunity Area, and will be expected to deliver strategic biodiversity enhancements in line with Policy CS17. It is also close to the Greenham and Crookham Common SSSI which supports a range of important species, including ground nesting birds, which are particularly sensitive to disturbance and will be expected to mitigate against increased recreational pressure. Sandleford Park has the potential to form a high quality southern gateway to Newbury.

**1.5** The formation of a country park or equivalent area of public open space in the southern part of the site will protect that sensitive landscape area in perpetuity, as well as protecting the registered historic landscape and setting of the former Sandleford Priory, a Grade I listed building. It will also protect the views when approaching Newbury along the A339.

**1.6** Infrastructure requirements, set out in the Infrastructure Delivery Plan will include junction improvements on the A339 and on Monks Lane/Andover Road, improvements to the bus service, and to pedestrian/cycle links and road crossings. A new primary school (one-form entry to accommodate the first 1,000 dwellings to 2026, and expanding to two-form entry to accommodate the rest of the development beyond 2026) will need to be provided along with an increase in early years provision, alterations to Park House School, and increased primary health care provision. Green Infrastructure, including open space and sports facilities, will be incorporated into the masterplanning of the site.

**1.7** Further details about any non-critical infrastructure which has site specific implications will be set out within an SPD or other supporting document to masterplan the site, as will detailed planning requirements and parameters for the development of the site. The total number of dwellings to be developed will depend on adequately accommodating the other requirements of the policy and the required mitigation.

### Delivering and Monitoring

It is envisaged that the implementation of the Sandleford Site would commence in the latter half of the plan period, with at least 1,000 homes delivered by the end of the plan period with development continuing beyond 2026. This allows for some flexibility in phasing with the potential to bring development forward if other sites do not deliver as anticipated.

A SPD or masterplan will be prepared for the site in order to demonstrate how the housing and associated infrastructure will be delivered, and provide the context for more detailed design.

Infrastructure requirements and phasing will be set out in the Infrastructure Delivery Plan.

## 2 Site Travel Plan Requirements for Sandford Park

### Appendix 2: Site Travel Plan Requirements for Sandford Park

A travel plan for the site will be required<sup>(2)</sup>. The following elements will be required as a minimum and should not be seen as exhaustive or restrictive:

- Travel Plan Coordinator (in post for the duration of the build plus at least 1 year after full occupation)
- Travel surveys and monitoring (annual surveys throughout the build plus for 5 years after full occupation)
- Targets - indicative targets could be set prior to development starting but would need to be formally set in conjunction with the annual monitoring

#### Bus journeys

- Subsidy of bus service(s) serving the site (15min frequency in peak periods) throughout the build period and for 5 years beyond (or until it becomes commercially viable)
- Provision of bus infrastructure (bus shelters and RTPI)
- Initial free / discounted travel for residents on local bus services (6 months)

#### Rail journeys

- Infrastructure funding for rail improvements (improvements at and access to, Newbury Station)
- Initial discount vouchers for travel by rail

#### Cycling and Walking

- Free cycle training
- Discount voucher to purchase a bike / equipment (following completion of cycle training)
- Secure cycle storage (in line with WBC's cycle parking guidance) at all residential units, commercial units and places of education (scooter parking should also be provided at primary schools)
- Cycle improvement fund to help improve local cycle network
- Walking and Cycle maps (contribution towards production of WB Newbury & Thatcham cycle map and Newbury walking map)
- Wayfinding (signage and maps)

#### Other

- Travel marketing measures
  - Community travel website
  - Travel information brochures / welcome pack
  - Poster campaigns
- Car Club
  - Discounted membership for residents
  - Car Club cars on site

<sup>2</sup> The site travel plan must include indicative measures for the school. Details will be confirmed in a dedicated School Travel Plan (using the Modeshift STARS system) prior to the opening of the new school



## Site Travel Plan Requirements for Sandleford Park 2

- Car Sharing
  - Help with matching residents with suitable car share partners
- Electric charging points in homes and commercial / community facilities
- Events

### School Travel

- Fund to help school travel which could include:
  - Walking bus
  - Cycle Train
  - Incentives / resources (hi-vis jackets, bands, etc.)
- Cycle and Scooter parking
- Events / promotional schemes
- Improvements at existing schools (Park House)
  - Updated School Travel Plan
  - Cycle / Scooter parking
  - Drop off zones
  - Routes to school

Any businesses on the site will also be required to sign up to the travel plan. Additional measures they may need to offer could include:

- 'Cycle 2 Work' scheme
- Cycle training
- Walking / cycling buddies
- Bicycle User Group
- Travel forum
- Lockers
- Showers
- Car Club membership
- Electric car charging points

### 3 Sandlesford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan

## Appendix 3: Sandlesford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan

The January 2011 Version of the IDP has been updated to reflect up to date technical information. The IDP is a 'live' document which is updated regularly, for example, up to date outcomes of traffic assessments. The most up to date version of the IDP is maintained on the Council's website ([www.westberks.gov.uk/idp](http://www.westberks.gov.uk/idp)).

The IDP has identified some infrastructure requirements that, despite the location being for a wider area (e.g. Newbury/Thatcham spatial area and district wide), are required in part because of the Sandlesford development. This is identified in the table below.

### Critical Infrastructure

<b>PROJECT / PROGRAMME / STRATEGY / LOCATION</b>
<b>ROAD NETWORK</b>
<b>Newbury/Thatcham Spatial Area Racecourse and Sandlesford Park Strategic Sites</b>
Junction improvements along the A339 in Newbury: Bear Lane/B3421
Junction improvements along the A339 in Newbury: Greenham Road/St John's Rd A343
Intelligent Transport Systems in relation to traffic signals.
<b>Sandlesford Park</b>
2 accesses at Sandlesford onto Monks Lane
Junction improvements along the A339 in Newbury: Pinchington Lane
Junction improvement: Monks Lane/Newtown Road
Junction improvement: Monks Lane/A343 Andover Road (including pedestrian and cycle improvements)
Junction improvement: A34/A343 south
<b>RAIL</b>
<b>Sandlesford Park</b>
Improvements at Newbury Station
<b>PUBLIC TRANSPORT</b>
<b>West Berkshire-wide and Strategic Sites</b>
Bus infrastructure improvements in connection with strategic sites and other areas (real time passenger information, Kassel kerbs, shelters, etc.)
<b>Newbury/Thatcham Spatial Area</b>

## Sandleford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan 3

PROJECT / PROGRAMME / STRATEGY / LOCATION
Newbury to Basingstoke bus link improvements
<b>Sandleford Park</b>
Improved/new service linking Sandleford and Newbury Town Centre
Bus access from Sandleford to Andover Road through Warren Road
<b>CYCLING AND WALKING INFRASTRUCTURE</b>
<b>Sandleford Park</b>
Improved pedestrian/cycle crossing links at Monks Lane, Newtown Road and Andover Road
<b>AFFORDABLE HOUSING</b>
<b>West Berkshire-wide</b>
District-wide requirement for up to 40% affordable housing to be provided as part of new residential development. Actual levels of provision to be negotiated on a site by site basis.
<b>ENERGY SUPPLY</b>
<b>Sandleford Park</b>
Offsite 11kv infrastructure in the form of 1 or 2 cable circuits from the St Johns Primary Substation to site
<b>WATER AND WASTE WATER</b>
<b>Sandleford Park</b>
Upgrade to wastewater infrastructure will be required
<b>DRAINAGE</b>
<b>West Berkshire-wide including Strategic Sites</b>
Sustainable Drainage Systems

### Necessary Infrastructure

PROJECT / PROGRAMME / STRATEGY / LOCATION
<b>ROAD NETWORK</b>
<b>Newbury/Thatcham Spatial Area Sandleford Park</b>
Junction improvements along the A339 in Newbury: B4640 (Newtown Straight) Swan roundabout
<b>PUBLIC TRANSPORT</b>

### 3 Sandlesford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan

<b>PROJECT / PROGRAMME / STRATEGY / LOCATION</b>
<b>Sandlesford Park</b>
Car club at Sandlesford Park
<b>EDUCATION</b>
<b>Sandlesford Park</b>
Additional primary school provision, Sandlesford site to meet the requirements of the development
Extensive alterations to secondary catchment school (Park House School) to meet the requirements of the development
Increase in early years provision, Sandlesford to meet the requirements of the development
<b>HEALTH - Health Centres/Primary Health Care</b>
<b>Sandlesford Park</b>
Extension to current premises at Falkland Practice
<b>GREEN INFRASTRUCTURE (cycle and walking infrastructure, parks, open space and play areas, and community, arts and leisure also contribute towards Green Infrastructure)</b>
<b>West Berkshire-wide</b>
Provision of on site and off site contributions towards GI network improvements in association with new development
<b>SPORTS CENTRES AND SPORTS PITCHES</b>
<b>West Berkshire-wide</b>
Improvements to Sports Pitch Provision in step with new development
<b>PARKS, OPEN SPACE AND PLAY AREAS</b>
<b>West Berkshire-wide including Sandlesford strategic site</b>
Provision of open space and play facilities in step with new development
<b>ADULT SOCIAL CARE AND SUPPORTED ACCOMMODATION</b>
<b>West Berkshire-wide including on strategic site allocations</b>
Various improvements to accommodation based care services comprising a mix of residential, nursing and extra care housing

## Sandleford Infrastructure Requirements Identified in the Core Strategy Infrastructure Delivery Plan 3

### Preferred Infrastructure

<b>PROJECT / PROGRAMME / STRATEGY / LOCATION</b>
<b>COMMUNITY, ARTS, CULTURE AND LEISURE</b>
<b>West Berkshire-wide</b>
Various schemes to provide for and/or extend community facilities
<b>LIBRARIES</b>
<b>Newbury / Thatcham Spatial Area</b>
Increased capacity at Newbury library to cope with increased demands from new developments
<b>ENERGY SUPPLY</b>
<b>West Berkshire-wide</b>
Renewable energy projects, including wind, biomass, hydro and CHP



## 4 Planning Application Requirements

### Appendix 4: Planning Application Requirements

This list is derived from the Planning Development's standard 'List of Required Documents' to support the planning application. It is not exhaustive and the documents are listed in alphabetical order.

Affordable Housing statement

Air Quality Assessment

Bat surveys and bat detector surveys

Biodiversity survey and report, including an Extended Phase 1 Habitat survey of on site habitats (tree belts, hedgerows, grassland and identification of opportunities for wildlife corridors, reptile, bird and badger surveys)

Construction Traffic Management Plan

Daylight/Sunlight Assessment

Design and Access Statement

Environmental Impact Assessment (EIA)

Flood Risk Assessment (FRA)

Foul sewage and utilities assessment

Green infrastructure strategy for the site

Heritage statement, including historical and archaeological features

Landscape and visual impact assessment

Landscape management plan for the restoration, enhancement and creation of existing and proposed green infrastructure

Lighting assessment, including night-time visual assessment of lighting impacts, and evidence of compliance with the Institute of Lighting Engineer's Environmental Zone 1

Noise impact assessment

Parking provision

Photographs / photomontages

Planning obligations - Draft Head(s) of Terms

Planning Statement

Pre-assessment estimator to show how residential development will achieve a minimum of Code Level 4 (Code Level 6 from 2016) under the Code for Sustainable Homes

Pre-assessment estimator to show how any commercial development will achieve a minimum level of BREEAM Excellent

## Planning Application Requirements 4

Site waste management plan

Statement of community involvement

Structural survey

Superfast Broadband Strategy Statement

Transport Assessment

Travel Plan

Tree Survey and arboriculture impact assessment - or tree stock within and bounding the site

**Further documents considered necessary to support the application:**

Agreed Single Masterplan (including IDP)

Phasing Strategy

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