

## Appendix B

### Sandleford Park Draft SPD – Schedule of Proposed Changes

This schedule outlines the proposed changes to the Draft Supplementary Planning Document (SPD) for the Sandleford Park site, following statutory consultation. The proposed changes are mainly factual updates or clarification/amendments as a result of the consultation representations received.

The proposed changes within this schedule are expressed with the conventional form of ~~striketrough~~ for deletions and underlining for additions of text. The proposed changes are set out in document order and relate to the draft SPD. Therefore as a result of the changes some of the paragraph numbers within the final version of the SPD will differ from those set out within this schedule.

Change No.	Proposed change
1	Remove all references to the South East Plan (SEP) and/or regional policy within the SPD.
2	Amend elements of maps and plans to ensure consistency and accuracy.
3	Change all references to Country Park to Country parkland to more accurately reflect the function of this part of the site.
4	Change 'would' to 'will', 'could' to 'can', 'should' to 'will' within the Development Principles and their supporting text to ensure that the aim of the principles is properly reflected.
5	Amend the second paragraph of the Vision for Sandleford Park to read:  Residents will have a high quality of life, with good access to education, jobs, services, shops and public transport – <del>mostly</del> <u>many of which are</u> within walking and cycling distance.
6	Amend strategic objective 3 of Section B to read:  <del>To deliver up to 2,000 homes, at least 1,000 of which will be delivered by 2026. The housing will be predominantly family housing, with provision of a mix of types and tenures of housing to meet identified needs. 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.</del> <u>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.</u>
7	Amend strategic objective 2 of Section B to read:

	Other accesses will be explored <del>which</del> <u>and</u> should <del>be</del> <u>include</u> :
8	Add text to paragraph 35 to read: The site consists of approximately 134ha/331 acres adjoining the Newbury urban area. <u>The site is split between the town of Newbury and the parish of Greenham.</u> It is mainly in agricultural use, and also contains several areas of woodland, some of which are designated as ancient woodland.
9	Amend paragraph 73 to read The railway station is approximately 1800 metres from the <u>centre of the site.</u>
10	Amend paragraph 104 (iv) to read:  Falkland <u>Primary</u> and...
11	Amend paragraph 104 to read: (v) Newbury College; <del>and</del> (vi) <u>Newbury Rugby Club;</u> and (vii) <u>Retail Park and Superstore (Tesco), east of Newtown Road.</u>
12	Amend paragraph 109 to read:  Development of the site will result in additional traffic loads <u>particularly</u> affecting Monks Lane, <del>Newtown Road</del> , the <u>A339</u> , and Andover Road (A343)
13	Add additional text to Section E: Community Engagement after paragraph 119.  <b><u>Statutory Public Consultation</u></b>  - <u>As set out in paragraph 10, the draft 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 3.30 pm through to 8.30pm and was well attended throughout. Exhibition boards were on display, copies of the draft SPD and supporting material were available, and officers attended to discuss the draft SPD and answer questions.</u>  - <u>During the consultation, a range of useful comments were received and these have been taken into account in the final SPD. The issues raised and how they have been taken forward in the SPD are set out in full in the Statement of Consultation.</u>

14	Amend the supporting text to development principle L4 to read a) Set backs from <del>ancient</del> woodland – a 15m buffer zone will be provided from all <del>ancient</del> woodland on the site.
15	Amend development principle A1 supporting text 'Vehicular Accesses' to read:  <u>Opportunities for other accesses should also be explored as part of any formal application process in order to ensure good permeability through the site.</u>  <u>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 <del>is to</del> these are explored to maximise opportunities for permeability through the site.</u>
16	Amend development principle A1 supporting text 'Cycle and Pedestrian Access' to read:  Internal pedestrian and cycle routes will link into Newbury's existing <u>walking and cycling networks, via with accesses on</u> to the A339 <del>Newtown Road</del> , and Monks Lane, <u>Warren Road, Andover Road and Newtown Road</u> . In addition improved linkages to existing services and facilities will be provided, <u>this will including direct links to Newbury Rugby Club, Newbury College and Park House School, and wider links to Newbury Town Centre and the Railway Station.</u>
17	Amend development principle A2 to include an additional bullet point between Newbury Retail Park and Greenham Common <ul style="list-style-type: none"> <li>• <u>Newbury Rugby Club</u></li> </ul>
18	Add additional wording to principle A2 following the bullet points.  <u>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.</u>
19	Amend development principle A3 end of 1 <sup>st</sup> supporting paragraph under to read:  The location of these facilities should be carefully considered to maximise the use of <u>sustainable and low carbon modes of travel</u> <del>non-car modes</del> .

20	<p>Add new paragraph to development principle A3 after 1<sup>st</sup> Paragraph to read:</p> <p><u>Cycle parking should be provided throughout the site in line with WBCs cycle parking guidance</u></p>
21	<p>Amend development principle A4 to read:</p> <p><u>The layout of buildings and spaces will take priority over streets should lead to a connected and safe neighbourhood where pedestrians and cyclists have priority and the impact of vehicles is kept to a minimum. And car parking so that the highways do not dominate the development.</u></p>
22	<p>Amend development principle A4 supporting text to read:</p> <p><del>Layouts of buildings and spaces should be considered first and not be dictated by carriageway alignment and car parking.</del></p> <p>The design of streets should take into account their function (<u>particularly including the requirements of pedestrians and cyclists</u>) and the type, density and character of the development. Reference should be taken from the Character Areas section of this SPD which includes proposed street typologies as well as Quality Design - West Berkshire SPD part 2 Residential Development <u>and Manual for Streets.</u></p> <p><del>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.</del></p> <p><del>Parking Standards for education, commercial and community facilities will need to be discussed and determined on a case by case basis.</del></p>
23	<p>Add new development principle between A4 and A5</p> <p><u>A? Car Parking and Cycle Parking will meet the needs of residents and visitors</u></p> <p><u>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</u></p>

	<p><u>Streets.</u></p> <p><u>Parking Standards for education, commercial and community facilities will need to be discussed and determined on a case by case basis.</u></p>
24	Amend the beginning of development principle H1 to read Surface water drainage methods <del>should</del> <u>shall</u> ensure.....
25	Amend the beginning of development principle H2 to read Surface water drainage <del>should</del> <u>shall</u> be managed.....
26	Development principle P1 Amend the text under Country Parkland  The <del>new</del> Country Parkland will be <del>provided</del> located in the southern part of the site....
27	Development principle P1 Amend the text under Neighbourhood Area of Play to read A Neighbourhood Area of Play (NEAP) is a play area equipped mainly for older children <u>including teenagers</u> , but with opportunities for play for younger children. ....Therefore a single NEAP located within the central part of the site would be appropriate, <del>and could be adjacent to the Country Parkland.</del>
28	Development principle P1 Add additional bullet point at the end of the list relating to the Neighbourhood Area of Play (NEAP) <ul style="list-style-type: none"> <li>• <u>The inclusion of a skate park as part of the NEAP should be considered.</u></li> </ul>
29	Development Principle P1 Amend the wording under Locally Equipped Areas of Play (LEAP) to read A Locally Equipped Area of Play (LEAP) is a play area equipped for children <del>of early school age</del> <u>between the ages of 3 and 12 years old.</u>
30	Amend wording under Country Parkland on page 42 to read: The Country <u>Parkland</u> will provide opportunities for a wide range of recreational activities which could include trails for walking including a circular walk; <del>and cycling a cycle path</del> , educational trails.....

	<p>Add new sentence at the end of this paragraph to read  <u>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.</u></p>
31	<p>New principle between P1 and P2:  <u>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.</u></p>
32	<p>Include supporting text to development principle R1:  <u>Due to Sandleford Park's inclined south facing orientation, greenfield status and scale, there is significant potential to deliver an exemplar site regarding CO<sub>2</sub> reduction in the form of renewable energy generation and sustainable construction standards.</u></p> <p><u>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.</u></p>
33	<p>Include supporting text to development principle R2:</p> <p><u>The potential of micro-grids for Sandleford 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.</u></p> <p><u>This could be seen as a catalyst for other decentralised energy development to come forward with the ambition of creating a heat network within Newbury.</u></p>
34	<p>Amend development principle R3 and add supporting text as follows:</p> <p><b><u>The potential for A Design Code/Design Principles to will be established through any future planning application to embody sustainable design and construction principles, including the Code for Sustainable Homes requirements will be explored through a future planning application in any future planning application.</u></b></p>

	<p><u>It is currently envisaged that 95% of the site will be developed after 2016, when the Government have stated they will introduce 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 the cost benefits a large scale site offers.</u></p> <p><u>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.</u></p>
35	<p>Amend the wording of Principle N1. First paragraph below the sub-heading 'Neighbourhood Areas' amend text to read:</p> <p><u>The provision should respond to evidence including from the Berkshire Strategic Housing Market Assessment (SHMA) or any subsequent SHMA for the area.</u></p>
36	<p>Amend the wording of Principle N1. Amend the second sentence of the wording under Sandford B to read: It will form the semi-urban interface with existing housing and the <del>college</del> <u>school</u> and the rural interface.....</p>
37	<p>Amend development principle F1, bullet point 4, to read:</p> <ul style="list-style-type: none"> <li>• A space for indoor community use <u>that may include a place of worship.</u></li> </ul>
38	<p>Amend development principle F1, final sentence Opportunities for shared facilities will be explored where there is potential for example with Newbury College, park House School and <del>Newbury College</del> <u>Newbury Rugby Club. Community accommodation will be designed to ensure that it is suitable for multiple-uses.</u></p>
39	<p>Amend development principle F2 paragraph 4 to read:</p> <p><u>The provision of access to school should be carefully considered to prioritising walking and cycling, but allowing for limited</u></p>

	pick up and drop off.
40	Amend development principle F2, to add a final paragraph. <u>Community facilities should be located, where possible, to create a community hub.</u>
41	Amend the introductory paragraph under Urban Design Principles to read: The following sets out the key urban design principles which should be adhered to throughout the development to ensure a high quality development with strong integration between the built form and natural environments. The design and layout of the site <del>must should</del> also <del>take into account</del> <u>reflect</u> policy CS14 of the Core Strategy, Quality Design West Berkshire SPD and Manual for Streets. <u>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 it functions, providing greater community cohesion and increased accessibility and environmental performance.</u>
42	Amend development principle U1 and add supporting text as follows: <b>U1 The development will enhance the character of the area in both its townscape and landscape design by sensitive responses <u>responding sensitively</u> to its context across the site.</b>  <u>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 enhances 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.</u>
43	Include supporting text to development principle U2 as follows: <u>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.</u>  <u>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</u>



	<u>landscaping is very important in defining the role and function of the space as well as identifying its importance. Private spaces should be enclosed and only overlooked by the user's 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.</u>
44	<p>Include supporting text to development principle U3 as follows:</p> <p><u>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 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. Functional elements of the public realm such as footpaths, cycleway, bin storage and car parks all need to be considered early in the design process.</u></p>
45	<p>Include supporting text to development principle U4 as follows:</p> <p><u>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.</u></p>
46	<p>Include supporting text to development principle U5 as follows:</p> <p><u>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 spaces must be clear and the development should feel safe and secure at all times. High quality design will improve the legibility of the development.</u></p>
47	<p>Include supporting text to development principle U6 as follows:</p> <p><u>The design and layout of the Sandford 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, designing for energy efficiency and modal shift, as well as potential future changes to service infrastructure.</u></p>

48	<p>Include supporting text to development principle U7 as follows:  <u>Delivering variety and choice throughout the development 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. Appropriately 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.</u></p>
49	<p>Amend development principle CA1, key design principles to read:  ...On carriage-way cycle provision <del>must</del> <u>should</u> be included within the design of the main access route <u>and the potential of a semi-raised cycle way will be explored.</u></p>
50	<p>Amend development principle CA1. key design principles point 2 to read:  <u>Car parking... Manual for Streets. Cycle Parking will be provided in line with WBCs cycle parking guidance.</u></p>
51	<p>Amend development principle CA1. Street Typology table to read:  <del>On Street Parking</del> <u>Car Parking</u> limited on street, residential in line with Manual for streets</p>
52	<p>Amend development principle CA2. key design principles point 2 to read:  <u>Car parking... Manual for Streets. Cycle Parking will be provided in line with WBCs cycle parking guidance.</u></p>
53	<p>Amend development principle CA2. Street Typology table to read:  <del>On Street Parking</del> <u>Car Parking</u> In line with Manual for streets, including some on street parking</p>
54	<p>Amend development principle CA3. key design principles point 10 to read:  <u>Car parking... Manual for Streets. Cycle Parking will be provided in line with WBCs cycle parking guidance.</u></p>
55	<p>Amend development principle CA3. Street Typology table to read:</p>

	<del>On Street Parking</del> <u>Car Parking</u> In line with Manual for streets
56	Amend development principle CA4. Street Typology table by removing: <del>On Street Parking</del> No
57	Amend development principle CA5. key design principles point 2 to read: <u>Car parking...</u> Manual for Streets. <u>Cycle Parking will be provided in line with WBCs cycle parking guidance.</u>
58	Amend development principle CA5. Street Typology table to read: <del>On Street Parking</del> <u>Car Parking</u> In line with Manual for streets
59	Amend figure 13 to clarify that Park Edge principles apply to CA5 (Wash Common).
60	Amend development principle CA6 point 2 to read: ...for short stay purposes. <del>There may also be the potential for a</del> <u>and</u> dedicated car parking...
61	Amend development principle CA6 point 3 to read: <u>Covered</u> cycle parking will be within the public area.
62	Amend development principle CA6. Street Typology table to read: <del>On Street Parking</del> <u>Car Parking</u> limited on street and in dedicated areas
63	Amend development principle CA7 point 5 to read: <u>Dedicated</u> pedestrian
64	Amend development principle CA8 bullet point 4 to read:

	Woodland edge habitats will be retained or new edge habitats will be implemented <u>and maintained</u> to maximise the biodiversity value and landscape amenity of the woodlands.
65	Amend development principle CA8 bullet point 8 to read: Buffer zones to be a mix of grassland and native shrub planting <u>and managed for biodiversity</u> , in keeping with the landscape, ecological and heritage objectives for the buffers.....
66	Add the following words to the end of development principle CA9, bullet point 3: Biodiversity value. <u>Locally sourced seed mix should be used where possible for the creation of new grassland.</u>
67	Add a final new bullet point to development principle CA9 as follows: <ul style="list-style-type: none"> <li>• <u>Path surfaces will be developed so as not to have any impact on the hydrology of the valley corridor.</u></li> <li>•</li> </ul>
68	Add additional bullet point to CA10 to read: <ul style="list-style-type: none"> <li>• <u>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.</u></li> </ul>
69	Planning application requirements (page 77).  Add text to the end of paragraph 127 to read: <u>A list of potential supporting documentation to any planning application for the Sandleford site is set out in Appendix 4.</u>
70	Planning application requirements (page 77).  Add new sentence under paragraph 132  <u>A Transport Assessment and Travel Plan will also be required as part of the planning application.</u>
71	Amend paragraph 138 point 6 to read:  <u>Car Parking and cycle parking</u>

72	<p>Add footnote to School Travel section of appendix 2 to read:</p> <p><u>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.</u></p>
73	<p>Add new Appendix 4</p> <p><b><u>Appendix 4</u></b>  <b><u>Planning Application Requirements</u></b></p> <p><u>This list is derived from the Planning Development's standard 'List of Required Documents' to support a planning application, it is not exhaustive and the documents are listed in alphabetical order.</u></p> <p><u>Affordable Housing statement</u>  <u>Air Quality Assessment</u>  <u>Bat surveys and bat detector surveys</u>  <u>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)</u>  <u>Daylight / Sunlight assessment</u>  <u>Design and Access Statement</u>  <u>Environmental Impact Assessment (EIA)</u>  <u>Flood Risk Assessment (FRA)</u>  <u>Foul sewage and utilities assessment</u>  <u>Green infrastructure strategy for the site</u>  <u>Heritage statement, including historical and archaeological features</u>  <u>Landscape and visual impact assessment</u>  <u>Landscape management plan for the restoration, enhancement and creation of existing and proposed green infrastructure</u>  <u>Lighting assessment, including night-time visual assessment of lighting impacts, and evidence of compliance with the Institute of Lighting Engineer's Environmental Zone 1</u>  <u>Noise impact assessment</u>  <u>Parking provision</u>  <u>Photographs / Photomontages</u></p>

	<p><u>Planning obligations – Draft Head(s) of Terms</u></p> <p><u>Planning statement</u></p> <p><u>Pre-assessment estimator to show how residential development will achieve a minimum level of Code Level 4 (Code Level 6 from 2016) under the Code of Sustainable Homes.</u></p> <p><u>Pre-assessment estimator to show how any commercial development will achieve a minimum level of BREEAM Excellent</u></p> <p><u>Site waste management plan</u></p> <p><u>Statement of community involvement</u></p> <p><u>Structural survey</u></p> <p><u>Transport Assessment</u></p> <p><u>Travel Plan</u></p> <p><u>Tree Survey and arboriculture impact assessment – or tree stock within and bounding the site</u></p>
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