

Appendix F

Technical information to support changes to
policy CS3 of the Core Strategy
(Sandleford Park)

Sandleford Development

Education Background Evidence

Early Years Provision

General

In total (2000 homes), using our latest research into the impact of new housing, we would expect 170.6 Early Years children to be generated by the development. This figure includes all three year olds and 40% of the 2-year olds generated by the affordable housing element (which accounts for 40% of the development, or 800 dwellings) of the development site in line with our Government targets (to provide facilities for 40% of the most deprived 2 year olds).

In order to meet this impact we would need to see three Early Years facilities located on the development site. Each would need to provide 52 part time places to meet this impact. There is insufficient capacity in the local area to allow growth of existing facilities therefore the impact would have to be met fully on site. There will therefore need to be an Early Years provision on site at the commencement of the development.

The three facilities will consist of nursery provision at each of the planned primary schools and a stand alone pre-school provision. The provision of nursery and pre-school facilities to meet the impact from the proposed development will need to be provided for in the S106 agreement.

Site Requirements

The nursery provision and stand alone pre-school will need a site area based on current national and local guidance, Early Years Framework, DfE Baseline Designs and DfE Building Bulletin 99. The site requirement for each early years facility will be 670sqm. This figure is based on a site that has boundaries of a regular shape, otherwise a larger site will need to be provided. Services and an unobstructed access road for construction purposes are to be available to the site boundary for the building start date.

NB: The site area for the nursery provision has been included within the overall site area for the Primary schools.

Accommodation Requirements

The procurement strategy for the early years provision has yet to be determined. However, the development will be required to provide for suitable and sufficient Early Years accommodation and external areas that meet a performance specification established by WBC.

The nursery and pre-school provision would need to have a main room with space for a variety of activities as set out in the Foundation Stage curriculum. In addition the following will need to be provided (but is not exhaustive) toilets with nappy changing facilities and accessible provision, a kitchen area to enable the preparation of meals/snacks, a separate meeting space, a group/staff area separate from the children and a garden area with access from the main room, to enable independent use. There will need to be controlled access to the facilities

and the garden area will need to be suitably secured. Accommodation provision will be required to meet local standards, such as but not limited to, accommodation, planning and construction standards. Accommodation shall also meet or exceed the standards laid out in the latest DfE guidance, Early Years Statutory Framework and Building Bulletins.

Land Requirements

The land quality specification has yet to be fully established, but for the purposes of the SPD the land made available for the provision of an Early Years facility should be suitable and sufficient for that purpose, such as but not limited to, meeting DfE and Sport England requirements, being flat and level, being free of contamination and be central to the site. Proposed sites will have been surveyed in line with current British Standards (BS5930 and any updates), as per recommendations from the DfE.

The developer/land owner shall be responsible for removing any encumbrances such as buildings, soil stockpiles and overhead lines prior to the building start on site date. Sites should be free from, such as but not limited to building constraints such as pipelines, brooks, pylons, sewers, trees with preservation orders, landfill sites, restrictive covenants or rights of way. The land should also not be liable to flooding or adversely affected by noise (e.g. traffic noise).

Location Requirements

Ideally a pre-school will be located in close proximity to the housing it serves, with good, safe walking routes and good access to public transport. The location of a pre-school in a community building or a nursery class in a primary school will be defined by the buildings in which they are located and the need for facilities as described above. Ideally the pre-school will be available for use by the community in the evenings, weekends and holiday periods.

Children's Centre Provision

The Council has a statutory duty to ensure sufficient Children's Centre provision for children aged 4 and under. The Children's Centre works with the children and their families, as described in the Childcare Act 2006 and the Apprenticeships, Skills, Children and Learning Act 2009.

In the case of Sandleford we would expect 660 children aged 4 and under to be generated. The existing provision supports far more families than the guideline of 800 children suggested in the Childcare Act. These existing centres do not therefore have the capacity to accommodate the children from the development.

We therefore require a satellite Children's Centre to cater for these families. This will not be a full Children's Centre and will be linked to one of the other Newbury centres.

There will need to be a Children's Centre on site at the commencement of the development as there is not sufficient provision elsewhere for the families.

The provision of Children's Centre facilities to meet the impact from the proposed development will need to be provided for in the S106 agreement.

Site Requirements

The satellite centre will need a site area based on the design of Burghfield Children's centre (most recently completed and purpose built) and reduced to reflect that this will not be a full centre. The site requirement for the Children's Centre will be 520sqm. This figure is based on a site that has boundaries of a regular shape, otherwise a larger site will need to be provided. Services and an unobstructed access road for construction purposes are to be available to the site boundary for the building start date.

Accommodation Requirements

The procurement strategy for the Children's Centre provision has yet to be determined. However, the development will be required to provide for suitable and sufficient Children's Centre accommodation and external areas that meet a performance specification established by WBC. The following will need to be provided (but is not exhaustive); a main room for family and group activities, toilets with nappy changing facilities and accessible provision, a kitchen area to enable the preparation of meals/snacks and a garden area with access from the main room, to enable independent use. There will need to be controlled access to the centre and the garden area will need to be suitably secured. The usual staff spaces and meeting room have been removed to reflect that this centre will not have a permanent staff. Accommodation provision will be required to meet local standards, such as but not limited to, accommodation, planning and construction standards. Accommodation shall also meet or exceed the standards laid out in the latest DfE guidance, Early Years Statutory Framework and Building Bulletins.

Land Requirements

The land quality specification has yet to be fully established, but for the purposes of the SPD the land made available for the provision of a Children's Centre should be suitable and sufficient for that purpose, such as but not limited to, meeting statutory and Sport England requirements, being flat and level, being free of contamination and be central to the site. Proposed sites will have been surveyed in line with current British Standards (BS5930 and any updates), as per recommendations from the DfE.

The developer/land owner shall be responsible for removing any encumbrances such as buildings, soil stockpiles and overhead lines prior to the building start on site date. Sites should be free from, such as but not limited to building constraints such as pipelines, brooks, pylons, sewers, trees with preservation orders, landfill sites, restrictive covenants or rights of way. The land should also not be liable to flooding or adversely affected by noise (e.g. traffic noise).

Location Requirements

Ideally the Children's Centre will be located near or incorporated into the community facilities. This will allow the Children's Centre to be used out of hours by the community as desired. If the community facilities are to be provided in the southern part of the site it may make sense to provide the centre in the north of the site, perhaps attached to the school that serves this area. This would spread out the facilities for the community and provide a community space in both parts of the

site. The Children's Centre will ideally be seen as a community space and be available for evening, weekend and holiday lettings.

Primary Provision

General

In total, using our latest research into the impact of new housing, we would expect 887 primary age children to be generated by the development (2000 dwellings). In order to meet this impact we would need to see two 2-form entry primary schools located on the development site to meet this impact.

There is insufficient capacity in the local area to allow growth of existing school facilities therefore the impact would have to be met fully on site, from occupation of the first dwelling.

The provision of primary provision to meet the impact from the proposed development will need to be provided for in the S106 agreement.

There must be a mechanism within any S106 agreement to enable the exact location, quantity and size of the primary schools, including the shape of the site, to be subject to agreement from WBC prior to implementation of any reserved matters planning applications, providing that sufficiently detailed information has been received by WBC regarding the layout of the development site, which shall include all the types and numbers of dwellings across the development site as a whole. This is to ensure that there will be sufficient primary provision to meet the impact from the development and to avoid the potential of under or over provision. This mechanism is essential to protect existing school provision within the area, both inside and outside of the West Berkshire administrative boundaries.

Site Requirements

Each 2-form entry school plus nursery should have a total site area based on the recommended area from Building Bulletin 99, Baseline Designs and the Early Years Framework. The total site area required for a 2-form entry Primary school and 52 place Nursery is 20,000sqm. Total site area includes the school building footprint, on site nursery, access roads, car park, habitat, sports pitches, hard court(s), and hard and soft social area. This figure includes a primary school site that is at the top range of the recommended primary school site area. The total overall site area requirement of 20,000sqm will be required subject to further development of the nursery accommodation, the proposed site shape, topography and other site details.

Should it be considered that a shared site be recommended on this development (e.g. a primary school sharing a site with a secondary school or FE college), then the total site area for the primary provision would remain the same. This has been confirmed by the DfE.

Accommodation Requirements

The procurement strategy for the primary provision has yet to be determined. However, the development will be required to provide for suitable and sufficient school accommodation and external areas that meet a performance specification established by WBC. School accommodation provision will be required to meet

local standards, such as but not limited to, accommodation, planning and construction standards. Accommodation shall also meet or exceed the standards laid out in the latest DfE guidance and Building Bulletins.

Land Requirements

The land quality specification has yet to be fully established, but for the purposes of the SPD the land made available for the provision of a primary school(s) should be suitable and sufficient for that purpose, such as but not limited to, meeting DfE and Sport England requirements, being flat and level, being free of contamination and be central to the site. Proposed sites will have been surveyed in line with current British Standards (BS5930 and any updates), as per recommendations from the DfE.

The developer/land owner shall be responsible for removing any encumbrances such as buildings, soil stockpiles and overhead lines prior to the building start on site date. Sites should be free from, such as but not limited to building constraints such as pipelines, brooks, pylons, sewers, trees with preservation orders, landfill sites, restrictive covenants or rights of way. Services and an unobstructed access road for construction purposes are to be available to the site boundary for the building start date. The land should also not be liable to flooding or adversely affected by noise (e.g. traffic noise).

Satisfactory road frontage to be provided compatible with the requirement for good “sight lines” to road access. Careful consideration should be given when designing the main entrances to the school and the likely congestion at peak times – in particular the safe pick up and drop off of pupils. Any set down-pick up parking area, which may be required as part of the brief, is not included in the school site area.

Location Requirements

Primary provision should be located central to the housing it serves, with good public transport access, vehicular and pedestrian access. Access arrangements for pedestrians should be in the form of safe walking routes.

Faith Schools – Primary Provision

Our approach, contained within the draft SPD, is as follows:

Currently 4.38% of pupils of the Catholic faith in West Berkshire access a Catholic education. We have three schools that cover our district and share catchment areas across a number of schools.

The number of primary pupils generated by a development will therefore be split, with 95.62% of pupils being assessed against the primary catchment school and the remaining 4.38% being assessed against the Catholic school that covers that area. There is a small part of the district that is not covered by the three schools. A development that falls into this area will be assessed against the closest Catholic school using our GIS system.

Once the Catholic school has been identified, an assessment of capacity will be carried out as described above.

4.38% of the primary pupil yield equates to 39 pupils. Of these, 18 can be accommodated in St. Joseph's school (current NOR – 192 and Net Cap – 210).

Based on current information, which will be subject to update/change, we would therefore seek a financial contribution for the remaining 21 pupils. The indicative amount sought would be £253,753.71.

Secondary Provision

General

The impact will be met on the existing secondary school site. We anticipate the development generating 398.65 secondary age pupils. This is in addition to the number of pupils generated by other developments in the area. The impact on the school can be summarised as follows:

Net Cap	1267
NOR	1094
Pupils from other housing developments (already approved)	132.3
Pupils from Sandleford development (first 1,000)	199.33
Places remaining	-151.17
Pupils from Sandleford development (second 1,000)	199.33
Places remaining	-357.96
Size of school required	1625

The Secondary impact, which will be defined through a feasibility study over the next 4-5 months, will need to be mitigated through the S106 agreement.

Land Requirements

The current site can support up to 1,490 pupils. Additional land would therefore be required to support the increase in size. The current site also has a number of significant constraints, in that there is a large single storey footprint and topographical issues. Aside from the additional land requirement it will also be necessary to rationalise existing accommodation along with the provision of additional accommodation in order for the site to support the increase.

Special Educational Needs Provision

The number of SEN pupils expected from the development in total is approximately 14.39. This represents 1% of the population of West Berkshire schools who require specialist educational provision. This provision is organised across the district rather than in local areas due to the complexity and variety of these needs. The contribution will be used at the most appropriate facility across the district.

Due to this complexity of need we would anticipate a financial contribution of £743,842.66 for this element. This figure is based on existing information, which will be subject to update/change.

Project Design and Development

Once the contribution has been calculated, an additional 1% of the total cost will be sought. This will cover the costs of an Officers involvement in the development of the projects. This will be directly related to the development and this work takes place solely to mitigate the impact caused by the development. Based on the Development Impact Calculator the amount sought would be £198,947.23, however this is likely to change when the actual costs of the two new primary schools, three new Early Years facilities and the redevelopment works at Park House are known.

MEMORANDUM

To: Liz Alexander
Planning Policy Team Leader

Our Ref: Local Development
Framework\Correspondence

From: Paul Goddard
Highways Development
Control Team Leader

Your Ref:

Extn: 2207

Date: May 2nd 2013

**Sandleford Park Residential development.
Provision of accesses and internal road layout**

1. I refer to the latest consultation in the development of the masterplan in developing Sandleford Park.

Background

2. For the Examination In Public (EIP) process the development has been progressed with the provision of two accesses onto Monks Lane with Monks Lane East likely to consist of a roundabout with Monks Lane West likely to consist of a T junction.
3. During the EIP process the Councils SATURN traffic model software package was used to ascertain the distribution of traffic to and from the site in a series of Transport Assessments. The primary purpose of SATURN is to distribute traffic and to identify what junctions would be affected by the proposal.
4. During the EIP and since, to estimate the actual traffic levels projected with the development, the Trip Rate Information Computer System (TRICS) was used. TRICS is a database with traffic survey data from many different land uses within the United Kingdom including residential. This is a very standard approach in estimating traffic generation. Comparisons were also made with traffic surveys undertaken for the Newbury Racecourse development.
5. The Core Strategy was found sound by the Planning Inspectorate including the concept of developing Sandleford Park for development.
6. To progress even further, access arrangements into the site, the landowners highways and transportation consultants White Young Green (WYG) commissioned extensive traffic surveys around much of Newbury during May 2012. From these surveys and from reference to Census data WYG issued further traffic distribution charts and data for two accesses onto Monks Lane during November 2012. I also ensured that the earlier work with the SATURN model was also encompassed.

Traffic distribution Results.

7. The traffic distribution for traffic travelling to and from the site with two accesses onto Monks Lane was agreed with WYG during February 2013. However further public consultation since the EIP has warranted consideration of additional all vehicle accesses into the site including onto the A343 Andover Road via Warren Road and onto the A339 Newtown Road to the north of the Household Waste Recycling Centre (HWRC).
8. As requested, WYG have therefore produced further traffic distribution diagrams (attached) that I have checked with the following scenarios:
 - a) The original two accesses onto Monks Lane with an additional access onto A343 Andover Road via Warren Road
 - b) The original two accesses onto Monks Lane with an additional access onto the A339 Newtown Road to the north of the HWRC.
9. The results are contained within the following tables:

08.00 to 09.00 hours Total vehicles both directions for 2,000 dwellings	Accesses				Traffic on network		
	Monks Lane East	Monks Lane West	A343 Warren Road	A339	Andover Road / Monks Lane / Essex Street Junction	Monks Lane between College and A339	A339 north of Pinchington Lane
Monks Lane two accesses...	752 (74%)	270 (26%)	0	0	375	456	308
...plus Warren Road or	467 (46%)	81 (8%)	473 (46%)	0	76	354	206
...plus A339	351 (34%)	297 (29%)	0	372 (36%)	212	260	206

17.00 to 18.00 hours Total vehicles both directions for 2,000 dwellings	Accesses				Traffic on network		
	Monks Lane East	Monks Lane West	A343 Warren Road	A339	Andover Road / Monks Lane / Essex Street Junction	Monks Lane between College and A339	A339 north of Pinchington Lane
Monks Lane two accesses...	817 (77%)	245 (23%)	0	0	372	555	348
...plus Warren Road or	515 (48%)	92 (9%)	455 (43%)	0	40	449	242
...plus A339	377 (36%)	279 (26%)	0	405 (38%)	227	282	242

10. The provision of the additional accesses do make a considerable difference on how traffic is distributed to and from the site as follows:

- a) An access onto the A343 Andover Road would reduce development traffic onto Monks Lane by 43 to 46% that would reduce traffic through the Andover Road / Monks Lane / Essex Street Mini Roundabouts and fronting Parkhouse School by some 300 vehicles for both peak travel periods.
- b) An access onto the A339 Newtown Road would reduce development traffic onto Monks Lane by 36 to 38% that would reduce traffic on Monks Lane between the Newbury College access and the A339 by some 240 vehicles for both peak travel periods.
- c) Both accesses will reduce traffic on the A339 through Newbury town centre by some 100 vehicles during both peak travel periods.

Access Options

11. From these results, the Highway Authority would prefer all four accesses to be provided, and would consider that it is essential that at least three accesses serving the site be provided. It is considered that access arrangements into the site could be as follows:

Monks Lane East – has been planned as a full sized roundabout with a central island with splitter islands that I consider should enable pedestrians and cyclists to cross. A roundabout would have the advantage of reducing traffic speeds along Monks Lane. There would be no difficulty in providing this access as the land would be owned and controlled by the developer and the Highway Authority.

Monks Lane West – has so far been planned as a T junction, however during consultation concern has often been raised regarding traffic speeds along Monks Lane. Consideration should therefore be given to a roundabout as described above. Again, there would be no difficulty in providing this access as the land would be owned and controlled by the developer and the Highway Authority.

A339 Newtown Road – I would recommend as a full sized roundabout with a central island with splitter islands that enable pedestrians and cyclists to cross. As mentioned above the provision of a roundabout would reduce traffic speeds. However I would be concerned regarding the provision of a new access so close to the existing ingress and egress to the HWRC. I would therefore recommend that the ingress and egress would be removed and access provided to the HWRC onto a Sandleford Park access road. The access to the HWRC should be to the west of the existing balancing pond. This would enable any junction onto the access road for the HWRC to be at an appropriate distance from the A339. The provision of an access onto the A339 to serve Sandleford Park would rely on negotiation with Newbury College as land from the college would be required. The provision of an additional access to the college could have advantages, as a new southern access to the college could be provided that would enable easier access to the college, and would reduce traffic even further onto Monks Lane with a reduction in traffic from the college. Should the college pursue an additional southern access, I

would envisage the provision of a Sandleford Park Access Road / Newbury College Access / HWRC Access Roundabout.

A343 Andover Road – has so far been planned as an access that would be used by buses, cyclists and pedestrians only. The provision of an all vehicle access in this location is more technically challenging than an access onto the A339. Due to limited space at the A343 Andover Road / Warren Road junction, a roundabout is not possible, and therefore a traffic signal junction would be required. However traffic signal junctions have the advantage of including pedestrian phasing that would be crucial in such close proximity to the Parkhouse Secondary School and Falkland Primary School where pedestrian traffic including children / young people is high. Accesses serving the Falkland School and St Georges Church and halls would be onto or in very close proximity to the signal junction, and would need to be considered in any junction design in liaison with these parties. The provision of an access via Warren Road onto the A343 to serve Sandleford Park would rely on negotiation with Parkhouse School as land from the school would be required. The land containing Parkhouse School is owned by West Berkshire Council however negotiation would still be essential, especially as much on street car parking associated with Parkhouse and Falkland Schools would be displaced by a traffic signal junction. I consider that replacement parking and a potential reconfiguration of accesses serving Parkhouse would be required. If an all vehicle access is not provided via Warren Road then I consider that these items may not be required. To reduce traffic levels on the A343 to the north of Warren Road, it may be preferable to prohibit traffic turning right from Warren Road onto the A343.

12. There is also **Public Right of Way Footpath Greenham 9** that connects onto the A339 Newtown Road opposite St Gabriels School. Greenham 9 can form a pedestrian and cycle route to Greenham Common and New Greenham Park to and from the development. An appropriate crossing facility on the A339 would be required to accommodate the additional pedestrian and cycle traffic to and from the development. I consider that the A339 northbound lanes should be reduced to one to provide such a crossing. A crossing could be incorporated into a turn right lane facility into St Gabriels School. This facility may be required due to increased traffic on the A339. I would envisage reducing the northbound lanes to one from the A339 / B4640 Swan PH Roundabout to at least a location north of St Gabriels School. Not only would this enable the provision of these facilities, but may also assist in discourage traffic from using the A339 into Newbury

Site layout

13. The provision of a greater number of accesses would comply with the government publication Manual for Streets (MfS). MfS also encourages permeability especially for buses, cyclist and pedestrians through a development with pedestrian routes provided alongside carriageways and cycle routes provided on carriageways.

14. I accept that the internal road layout is not currently particularly detailed, however I am concerned that the current layout does not lend itself to a 20 mph layout required for safe permeability by pedestrians and cyclists. A 20 mph layout should be encompassed within the layout rather than needing to rely on artificial speed reducing measures such as speed tables. I consider that the layout needs less straight sections of road to not only reduce speeds, but also to discourage traffic from diverting through the site to avoid other parts of the highway network.
15. MfS discourages the provision of cul-de-sacs whenever possible to avoid the requirement for large turning heads and to spread traffic more through the development. I consider that there should be more grids and loops within the layout
16. Should an access be provided onto the A339, I consider that a road across the northern valley is essential to encourage traffic from within the development to use the A339 access as well as spreading traffic around more within the development.
17. Colleagues within Transport Policy have also provided more detailed comments on internal layout issues which I support

Paul Goddard
Highways Development Control Team Leader

Trip Rates

WBC Models & Glanville TA

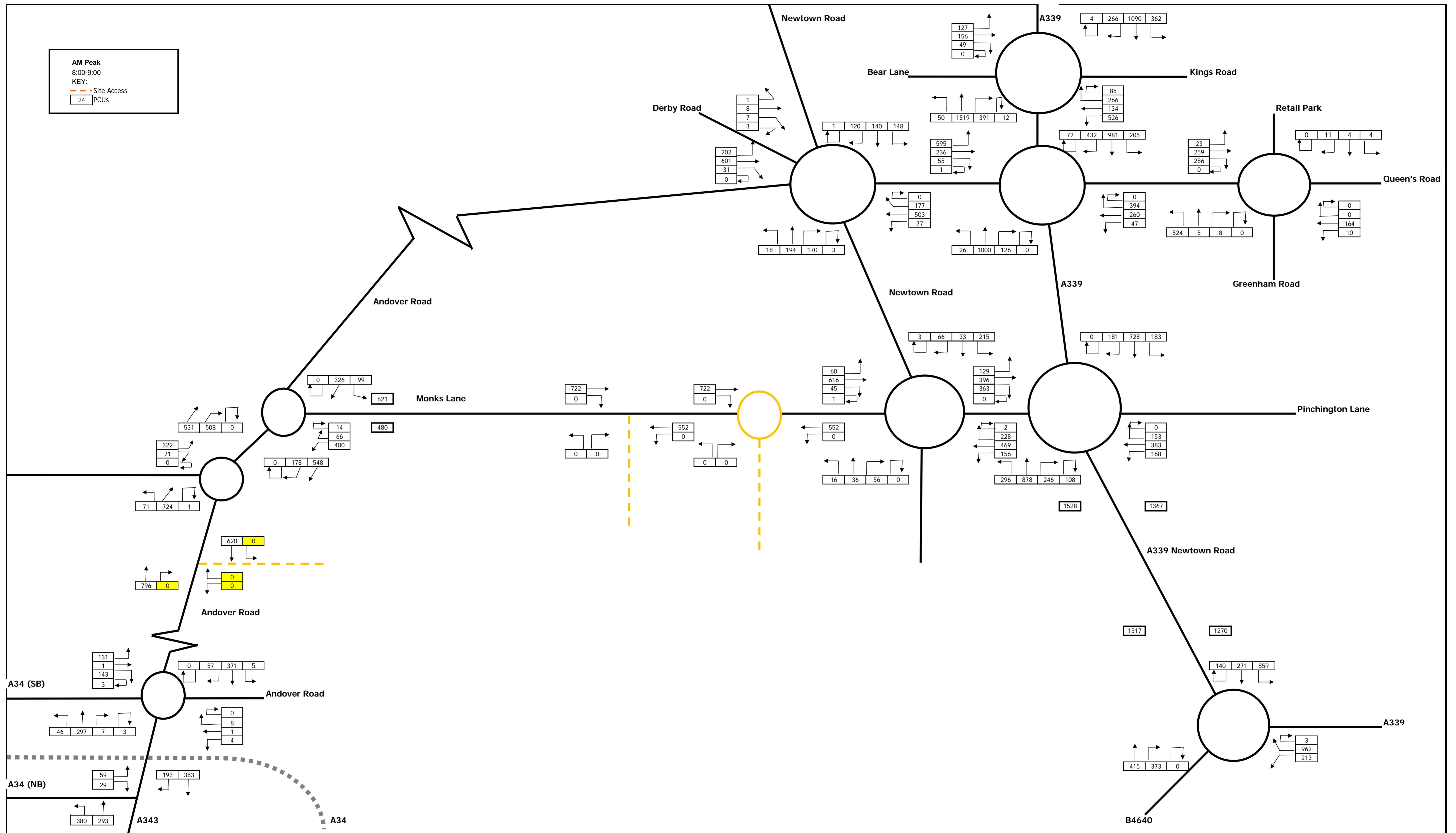
	AM	PM
Arrivals	0.12	0.38
Departures	0.44	0.20
Total	0.56	0.58

	Residential		2000	Dwellings
	IN		OUT	
	Trip Rate	Trips	Trip Rate	Trips
AM	0.12	240	0.44	880
PM	0.38	760	0.20	400

Agreed Trip Rates - Newbury Race Course TA

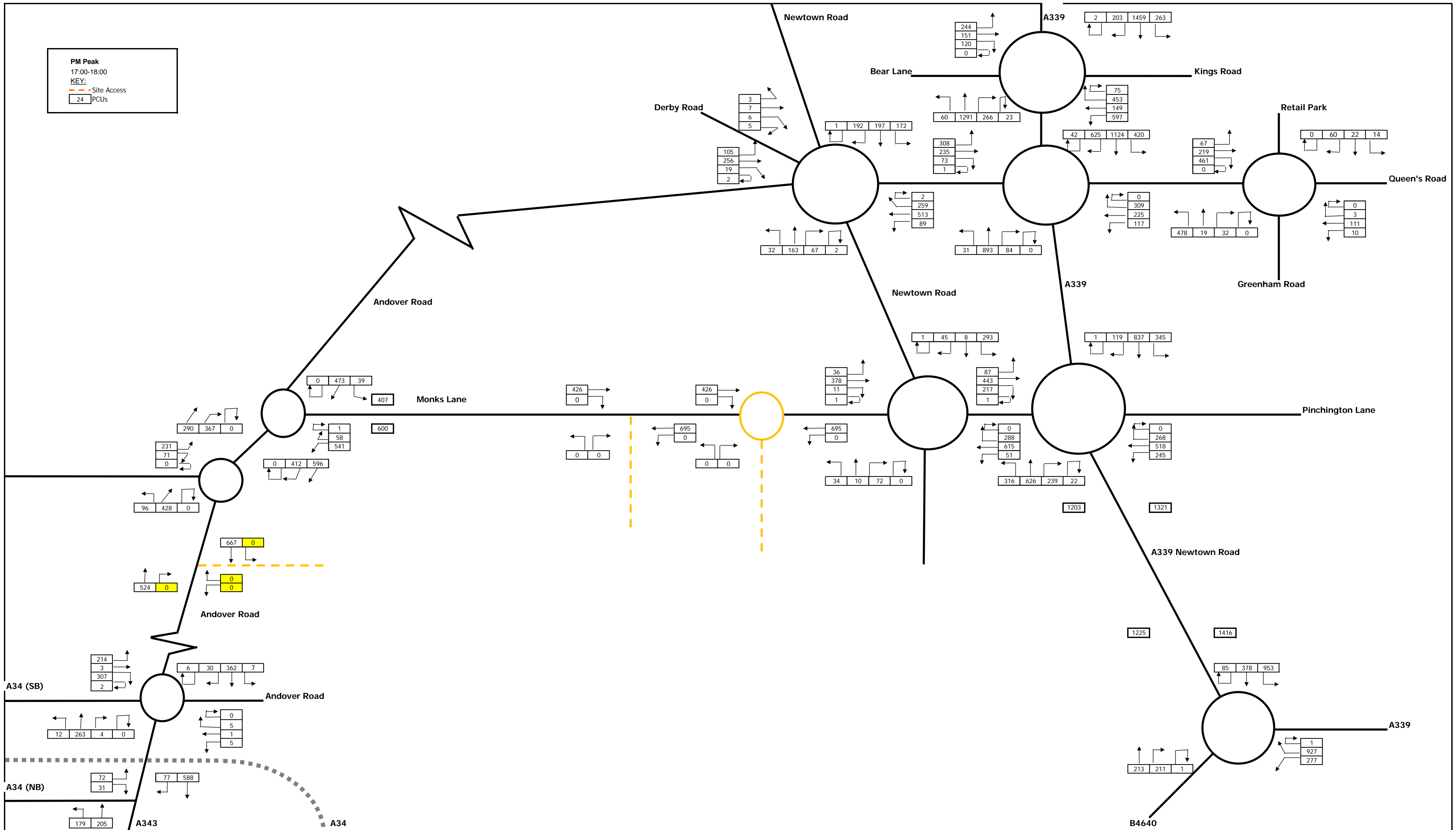
	AM	PM
Arrivals	0.060	0.370
Departures	0.450	0.160
Total	0.510	0.530



	Residential		2000	Dwellings
	IN		OUT	
	Trip Rate	Trips	Trip Rate	Trips
AM	0.060	120	0.450	900
PM	0.370	740	0.160	320



					Client Skilldraw Limited		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		 Savell Bird & Axon <small>part of the WYG group</small>
Rev	Team	Drawn	Checked	Approved	Project Sandleford Park, Newbury				
A	2818	CL	AW	MG	Title AM Peak - Traffic Survey (2012)				
Project No. A057750		File name Sandleford Park					Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbox.co.uk		<small>Copyright © 2012</small>

PM Peak
17:00-18:00
KEY:
- - Site Access
24 PCUs



					Client	Skilldraw Limited		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN		 Savell Bird & Axon part of the WYG group
Rev	Team	Drawn	Checked	Approved	Project	Sandford Park, Newbury		Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sba.co.uk		
Project No. A057750		File name Sandford Park			Title PM Peak - Traffic Survey (2012)					

Distribution is based on census data for the St Johns and Falkland Wards as these are the two closet wards and parts of the sites fall within both wards.

AM	IN	OUT	AM	IN	OUT
B4640	4.6%	4.6%	B4640	4.6%	4.6%
A343 South	1.5%	1.5%	A343 South	1.5%	1.5%
A34 South	2.0%	2.0%	A34 South	2.0%	2.0%
A34 North	28.7%	28.7%	A34 North	28.7%	28.7%
A339 East	6.2%	6.2%	A339 East	6.2%	6.2%
A339 North	20.2%	20.2%	A339 North	20.2%	20.2%

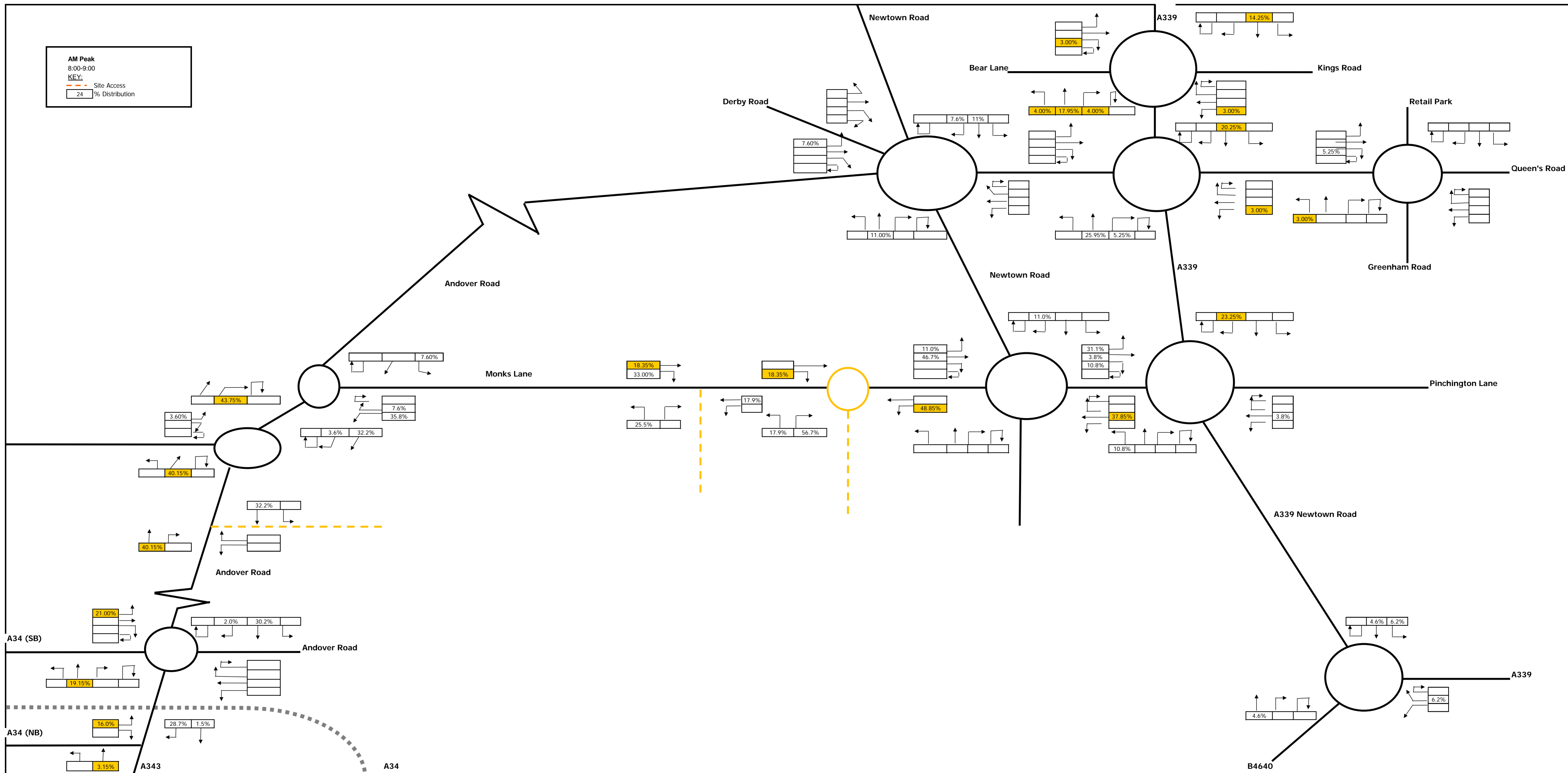
Following Discussions with WBC the distribution has been amended as per the WBC SATURN model.

Changes are shown in Red

AM	IN	OUT	PM	IN	OUT
B4640	4.6%	4.6%	B4640	4.6%	4.6%
A343 South	3.15%	1.5%	A343 South	1.5%	1.5%
A34 South	21.00%	2.0%	A34 South	11.35%	2.0%
A34 North	16.00%	28.7%	A34 North	16.7%	28.7%
A339 East	6.2%	6.2%	A339 East	13.2%	6.2%
A339 North	14.25%	17.95%	A339 North	20.0%	20.9%

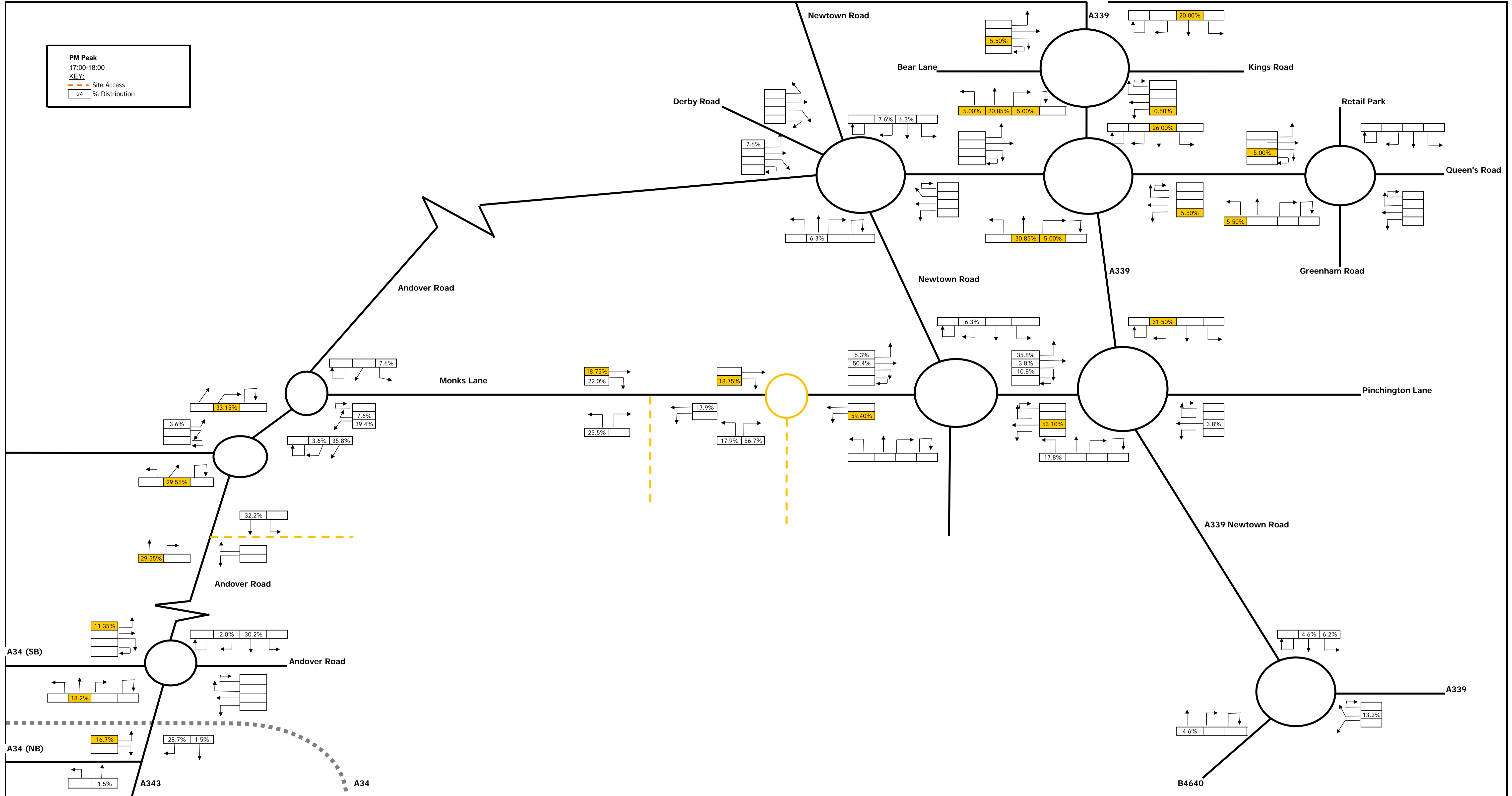
AM Peak
8:00-9:00

KEY:
 Site Access
24 % Distribution



					Client	Skilldraw Limited		Ropemaker Court 12 Lower Park Row Bristol BS1 5BN	
Rev	Team	Drawn	Checked	Approved	Project	Sandleford Park, Newbury			
A	2818	CL	AW	MG	Title	AM Peak - Distribution			
Project No. A057750		File name Sandleford Park			Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbax.co.uk				





Rev	Team	Drawn	Checked	Approved
A	2818	CL	AW	MG
Project No. A057750		File name Sandelford Park		

Client	Skilldraw Limited
Project	Sandelford Park, Newbury
Title	PM Peak - Distribution

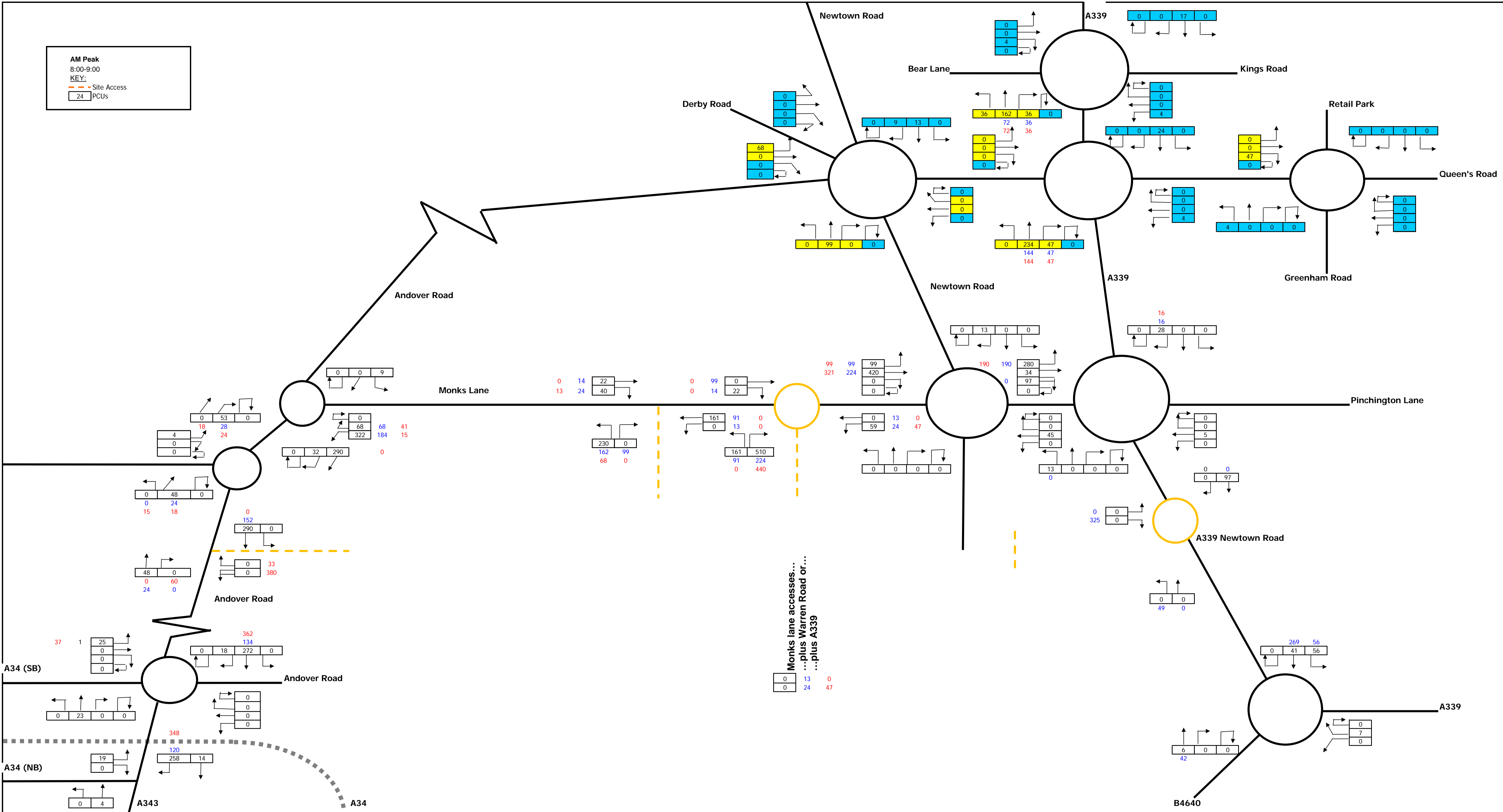
Ropemaker Court
12 Lower Park Row
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part of the WYG group

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Facsimile: (0117) 925 4239
Email: sba@sbox.co.uk

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AM Peak
8:00-9:00
KEY:
- - - Site Access
24 PCUs



Client	Skilldraw Limited								
Project	Sandleford Park, Newbury								
Rev	A	Team	2818	Drawn	CL	Checked	AW	Approved	MG
Project No.	A057750		File name	Sandleford Park		Title			
				Development Traffic - AM Peak					

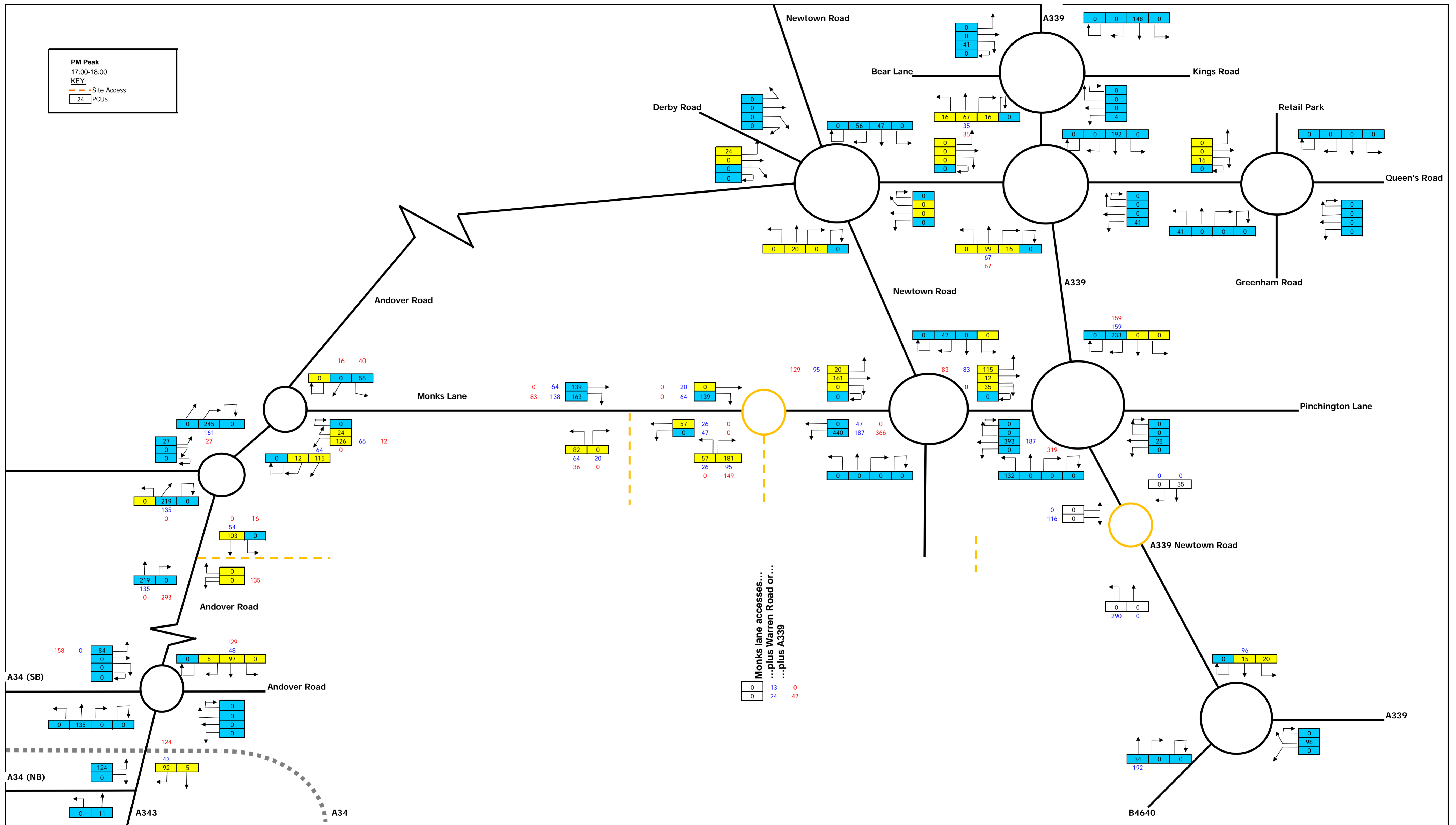
Client	Skilldraw Limited								
Project	Sandleford Park, Newbury								
Rev	A	Team	2818	Drawn	CL	Checked	AW	Approved	MG
Project No.	A057750		File name	Sandleford Park		Title			
				Development Traffic - AM Peak					

Ropemaker Court
12 Lower Park Row
Bristol
BS1 5BN

SA Savell Bird & Axon
part of the WYG group

Telephone: (0117) 311 6387
Facsimile: (0117) 925 4239
Email: sba@sbax.co.uk

COMPANET RESERVE



PM Peak
17:00-18:00
KEY:
- Site Access
24 PCUs

Monks lane accesses...
...plus Warren Road or...
...plus A339

Client					Skilldraw Limited			Ropemaker Court 12 Lower Park Row Bristol BS1 5BN			 Savell Bird & Axon part of the WYG group	
Rev	Team	Drawn	Checked	Approved	Project					Sandleford Park, Newbury		
A	2818	CL	AW	MG	Title					Development Traffic - PM Peak		
Project No. A057750		File name Sandleford Park								Telephone: (0117) 311 6387 Facsimile: (0117) 925 4239 Email: sba@sbox.co.uk		