

Sandleford Park, Newbury

Appeal Reference: APP/W0340/W/20/3265460
LPA Reference: 20/01238/OUTMAJ

**Statement of Common Ground Transport Agreed Statement
between West Berkshire Council and Vectos (on behalf of
Bloor Homes and Sandleford Farm Partnership)**

May April 2021

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1 INTRODUCTION

- 1.1 This document is an [Agreed Statement of Common Ground \(ASOCGS\)](#) on transport issues between West Berkshire Council (WBC), in their role as highway authority, and Vectos, acting on behalf of the appellants, in relation to the proposals for residential development of up to 1,000 new homes; an 80 bed extra care facility (Use Class C3) as part of the affordable housing provision; a new 2 form entry primary school (D1); expansion land for Park House Academy School; a local centre to comprise flexible commercial floorspace (A1-A5 up to 2,150sqm, B1a up to 200sqm) and D1 use (up to 500sqm); the formation of new means of access onto Monks Lane; new open space including the laying out of a new country park; drainage infrastructure; walking and cycling infrastructure and other associated infrastructure works.
- 1.2 This [Statement of Common Ground AS](#) deals with transport issues only. Some matters related to transport and all other issues are dealt with within separate Statement of Common Ground between WBC and the Appellants.
- 1.3 The remainder of this [SOCGAS](#) addresses the following matters:
- i) Section Two summarises matters relating to the accessibility of the appeal site by sustainable modes of transport;
 - ii) Section Three addresses matters relating to the site accesses;
 - iii) Section Four summarises matters relating to trip generation and analysis of the impact of development traffic on the local highway network; and
 - iv) Section Five sets out the highways mitigation that has been agreed.
- [\(v\) Section Six sets out matters that are not agreed](#)

2 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

Walking and Cycling

- 2.1 The pedestrian and cycle improvements listed in **Table 2.1** below are agreed. These works will be secured by a planning obligation and S278 Agreement. It is agreed that with the implementation of these works the proposed development would not give rise to unacceptable highway safety impacts for pedestrians or cyclists.

Table 2.1: Summary of Proposed Improvements

| Improvement | Pedestrian / Cycle Benefit | Trigger Point |
|--|----------------------------|---|
| Improved surfacing and lighting of PROW GREE/9/1 and creation of parallel cycle route between DPC and A339. | Pedestrian/cycle | Developer to deliver on site. Prior to occupation of any dwellings in DPC |
| Series of Pedestrian Wayfinding Signs (7 No. Monolith signs) | Pedestrian | S278 Prior to occupation 100 dwellings |
| Provision of new signalised toucan crossings at the Newbury College/Monks Lane/Pinchington Lane/A339 junctions | Pedestrian | S106 full funding to be paid prior to occupation of 700 dwellings |
| Localised surface improvements on Chandos Street, Wendan Road and Rupert Road | Pedestrian | S278 Prior to occupation of 100 dwellings |
| New Cycle Signage at key locations and along 2 key routes to town centre | Cycle | S278 Prior to occupation of 100 dwellings |
| | | |

Links wWithin the Site

- 2.2 The ~~internal layout of the site is a reserved matter but the~~ indicative masterplan shows pedestrian and cycle routes within the site in accordance with the design guidance provided within the Sandleford Park SPD. As set out in the main SOCG at paragraph 10.9, *“the indicative layout of roads and streets shown in the Design and Access Statement are appropriate and Hierarchy and Street Design and Character principles set out in the Design and Access Statement (Sections 6.2 and 6.3 and Section 7) are substantially in accordance with the Sandleford Park SPD.”*
- 2.3 The proposals for the overall Sandleford Strategic Site Allocation (SSSA) include improvements to an existing public right of way (GREE/9/1 and NEWB/5/1), which runs east to west through the site and provides a connection for pedestrians and cyclists from the

A339 Newtown Road (opposite the access to the St Gabriel's School) in the east to the A343 Andover Road via Warren Road to the west.

- 2.4 Within the appeal scheme, improvements to GREE/9/1 will be provided up to western boundary of the site.
- 2.5 It is proposed to improve the surface of the path, which is at present an unsurfaced track. The path would be designed as a hoggin or rolled gravel carriageway, as befits a country parkland.
- 2.6 This will provide a good quality walking connection through the southern part of the site.
- 2.7 It is also proposed to provide a cycle route adjacent to the PROW, which would extend through the site and link to the local centre. The proposed cycle route would be a 3m wide two-way route, which is in accordance with the design guidance stated in LTN1/20 Cycle Infrastructure Design (July 2020).

Links External to the Site

- 2.8 The site is linked to the town centre and nearby retail, employment, health and education facilities. A summary of the agreed pedestrian/cycle routes from the site to these facilities is provided below:
- Route A - Along Monks Lane and Pinchington Lane towards Newbury College and retail along Pinchington Lane.
 - Route B - Along Newtown Road towards Newbury town centre.
 - Route C - Across the A339 to Deadmans Lane towards retail along Pinchington Lane.
 - Route D - Via the Public Right of Way Footpath Greenham 9 and the A339 to Greenham Common, St Gabriel's School and employment at New Greenham Park.
 - Route E - Along Rupert Road / Chandos Road / Wendan Road towards Newbury town centre.
 - Route F – Along Monks Lane and across the A343 to the health centre and dental practice.
- 2.9 The routes are shown in **Figure 1**.

- 2.10 It is agreed that the above routes provide safe and suitable walk and cycle routes from the site to the town centre and a range of local amenities.
- 2.11 The agreed walking and cycling distances and times from the centre of the northern parcel of the site to key destinations are shown in **Table 2.1** below. A plan of the location of local facilities is included at **Figure 1**.

Table 2.1: Local Facilities

| Facility Type | Facility | Approximate Distance from nearest proposed access (metres) | Approximate Walking Time (minutes) | Approximate Cycle Time (minutes) |
|------------------------|---|--|------------------------------------|----------------------------------|
| Education | Newbury College | 1,030 | 12 | 3 |
| | Park House School | 1,675 | 20 | 5 |
| | St George's Pre-School | 2,225 | 26 | 7 |
| | St John The Evangelist C.E. Nursery and Infant School | 1,930 | 23 | 6 |
| | Falkland Primary School | 1,625 | 19 | 5 |
| | St Gabriel's School and Sandlesford Nursery | 1,335 | 16 | 4 |
| | The Willows Primary School | 2,030 | 24 | 6 |
| | St Bartholomew's School | 2,130 | 25 | 7 |
| | John Rankin Nursery, Infant, Junior School | 2,515 | 30 | 8 |
| | St Nicolas CofE Junior School | 2,430 | 29 | 8 |
| Food Retail | Tesco | 1,230 | 15 | 4 |
| | M&S | 1,230 | 15 | 4 |
| | Budgens | 1,315 | 16 | 4 |
| Non-food Retail | Newbury Retail Park (including Argos, Boots, Homebase, McDonald's, Next, New Look, Sports Direct, TK Maxx.) | 1,230 | 15 | 4 |
| | Kennet Shopping Newbury | 2,930 | 35 | 9 |
| Leisure | David Lloyd | 1,115 | 13 | 3 |
| | Newbury Rugby Club | 1,115 | 13 | 3 |
| Medical Centre | Falkland Surgery and Pharmacy | 1,015 | 12 | 3 |
| | Wash Common Dental Surgery | 1,415 | 17 | 4 |

| | | | | |
|-------|-------------------------|-------|----|---|
| Other | St John's Post Office | 1,915 | 23 | 6 |
| | Newbury Railway Station | 2,530 | 30 | 8 |
| | Bus Station | 2,630 | 31 | 8 |

Public Transport

2.12 The site is well served by existing public transport services along Monks Lane and the A339. Existing services on Monks Lane (No.2 and No.103) and the A339 (LINKS) provide 3 services per hour linking the site to Newbury town centre/train station, Greenham Business Park and Basingstoke.

2.13 The agreed bus strategy is as follows:

- i) The initial phases of the development would be served by existing bus services/stops on Monks Lane;
- ii) Once there are two operational site accesses onto Monks Lane, the No.2 and No 103 services, which currently run along Monks Lane, will divert into the site and use the site access road to pass between the two access points;
- iii) Prior to occupation of 100 units (or later if so determined by WBC, following consultation with the Appellant), a new bus service will be provided to serve the site and link to the town centre. This bus service will provide a 30 minute frequency service;
- iv) The new bus service will be extended into the site as the development is built out. The service will terminate at the Local Centre if this is constructed prior to a link being provided through to New Warren Farm and on to Andover Road that is suitable for buses;
- v) Once the link to New Warren Farm and Andover Road is available for buses, there is the option to route the new service through the SSSA between Monks Lane and Warren Road;
- vi) The Appellant will underwrite the cost of provision of the new bus [service up to a capped amount](#) of £1.5M which will be secured through a S106 obligation. Information provided by Reading Buses demonstrates that this will provide funding for 9 years after which the service is expected to become self-financing. The contribution will be paid in a phased manner as follows:

- (a) Payment No. 1: Prior to completion of 50 units: £162K

(b) Payment Nos: 2-8: Each year on anniversary of first payment: £162k/yr (7 payments)

(c) Payment No. 9: [Following year anniversary In-Year 11](#): £204K

vii) Of the revenue generated by the proposed service, up to £500,000 will be made available for WBC to trial a second new bus service serving the site. The timing of the introduction of the second bus service would remain flexible and be determined by WBC [following discussion with the Appellant](#). The remainder of the revenue generated would be used to offset contributions to be paid by the Appellant.

Travel Plan

2.14 The responsibility for and management of the Travel Plan will be undertaken by WBC. The Travel Plan will operate until one year after completion of the development.

2.15 The cost of the Travel Plan will be funded by the Appellant as follows:

i) A contribution of £408 per dwelling. [The first](#) 50% of this will be paid no later than 6 months prior to first occupation of any development on site ie £408 x 1000 x 50% = £204K;

ii) In addition to the £408 per dwelling, a £20 per unit contingency fund has been agreed;

iii) [After 5 years there will be a review, to establish whether the contingency is required. The contingency would be called on if the objectives and targets in the Travel Plan are not being met. In addition, the housing trajectory will be reviewed to establish if there is a need to reduce the level of contribution if Bloor is likely to complete ahead of programme \(and hence reduce the lifetime of the Travel Plan\). Once the review is complete the Appellant will pay the agreed remainder of the contribution within 3 months of being advised of the sum by WBC; Prior to the occupation of 300 dwellings, the second 50% shall be paid](#)

iv) The maximum liability of the Appellant for Travel Plan funding is £428 per dwelling x 1000 dwellings = £428K.

Summary

2.16 As set out in the main SOCG (para 5.2), the Appeal Site is in a highly accessible location.

- 2.17 Provided the improvements to the walking and cycling routes summarised above are secured through appropriate obligations, it is agreed that the Appeal Site has good quality walking and cycling links to the town centre, rail station, and local amenities.
- 2.18 Provided the phased bus service improvements, as set out above, are introduced it is agreed that the Appeal Site has a good quality bus service which can be further enhanced with addition of the Warren Farm element of the SSSA and the creation of a bus link to Andover Road.

3 SITE ACCESSES

Proposed Access Arrangements

3.1 The below access arrangements as shown on the identified drawings are agreed by WBC.

Monks Lane Eastern Access

3.2 A new priority junction will be constructed on Monks Lane approximately 250m to the west of the Newtown Road/Monks Lane roundabout junction. The proposed access arrangements for this access are shown on Drawing No. 172985/A/07.1 Rev A provided at **Appendix A**. The access is applied for in detail as part of the planning application being considered at this appeal.

3.3 The proposed access road into the site will be designed with a carriageway width of 6m, which is sufficient for two vehicles to pass each other and is considered acceptable for a residential estate road. Footways will be provided along both sides of the access road, which will connect into the existing footways along Monks Lane.

3.4 The visibility splays of 43m as shown on Drawing No. 172985/A/07.1 Rev A are in accordance with the standards set out in Manual for Streets.

3.5 Details of how cycle routes will connect onto the existing Monks Lane cycle route will be determined at detailed design stage.

Monks Lane Western Access

3.6 A roundabout junction with an inscribed circle diameter of 30m will provide a second access to the site, located approximately 300m to the west of the Eastern Access. The proposed access arrangements are shown at Drawing No. 172895/A/08 Rev A, provided at **Appendix B**. The access is applied for in detail as part of the planning application being considered at this appeal.

3.7 Again, footways will be provided along both sides of the proposed access road, which will connect into the existing footways along Monks Lane.

3.8 Details of how cycle routes will connect onto the existing Monks Lane cycle route will be determined at detailed design stage.

Minor access west of the Monks Lane Western Access

- 3.9 A minor access to the west of the Monks Lane Western Access is also proposed. The proposed access arrangements are shown at Drawing No. 172895/A/08 Rev A, provided at **Appendix B**.
- 3.10 The visibility splays of 43m as shown on Drawing No. 172895/A/08 Rev A are in accordance with the standards set out in Manual for Streets.

A339 College Access

- 3.11 A new highway link between the A339 and the boundary of the Appeal Site was granted planning permission (Ref: 17/00158) as part of the High Wood Primary School scheme in 2017. A plan of the approved A339 access can be viewed at **Appendix C**. WBC has secured funding from the Local Enterprise Partnership and the applicants propose a financial contribution towards the construction of this link, which will be secured through a S106 agreement.
- 3.12 As part of the Appeal Scheme, a road will be constructed to the boundary of Newbury College to connect to this new access, thus providing an all-modes connection from the Appeal Site to the A339.

Emergency Access

- 3.13 The Appellant has proposed that an emergency access be provided from DPC to the northern part of the site utilising the valley crossing infrastructure. One of the options for providing the valley crossing is shown on Drawing No. VD17562-STR-SK-0043 Rev 24 (**Appendix DE**). WBC consider that this proposal is satisfactory as an emergency access: [with regards to highways](#)

4 TRIP GENERATION AND ASSESSMENT OF TRAFFIC IMPACT

Trip Generation, Distribution and Assignment

- 4.1 A Transport Assessment was submitted in support of the outline planning application. The vehicle trip rates applied within the Transport Assessment were agreed with WBC as part of scoping discussions.
- 4.2 The traffic generation methodology applied within the submitted Transport Assessment did not consider any internalisation of vehicle trips as a result of having a primary school or local amenities on-site.
- 4.3 Trips were assigned to the road network using the distribution agreed with WBC as part of the pre application (Ref:18/00764/OUTMAJ) discussions on the site.

VISSIM Modelling

- 4.4 The Newbury VISSIM model was used to assess the impact of the proposed development. VISSIM is a microsimulation model that is commonly used for assessing the impacts of a development on an area wide basis. It has the advantage of being able to re-assign traffic on the basis of journey time and congestion and therefore provides a realistic estimate of traffic effects.
- 4.5 The Newbury VISSIM model has generally been kept up to date with the inclusion of new traffic surveys and estimates for all known committed developments in the Newbury area. Also included are all planned highway improvement schemes along the A339 and the A4 and the B3421 link road at Sterling Industrial Estate.
- 4.6 The VISSIM model has been validated by WBC for use to assess the existing and proposed highway mitigation. Validation involves checking that the base model is accurately reflecting conditions actually on the ground. Hence it is agreed that the Newbury VISSIM model is fit for purpose to assess the Appeal Scheme and the wider allocation.

VISSIM Model Results

- 4.7 Two key tests were undertaken using the VISSIM model.

4.8 The first includes the full development of the SSSA. With this development and the mitigation set out in the response to the application by the Local Highway Authority provided on the 8th September (see Section 5), the residual cumulative impacts on the road network would not be severe.

4.9 Secondly, analysis was undertaken of the Appeal Scheme as a standalone development i.e. without New Warren Farm development and with access via Monks Lane and A339/Newbury College but without access via Warren Road. As stated in the main Statement of Common Ground (para 10.5):

“The highway modelling demonstrates that the proposed development as part of the appeal does not require a vehicular access to be constructed onto Warren Road/Andover Road”.

5 HIGHWAYS MITIGATION

- 5.1 The agreed mitigation is summarised in the tables below.
- 5.2 Table 5.1 provides a summary of the highway mitigation to be delivered as part of the Appeal Scheme. Table 5.2 summarises the highway mitigation to be secured for development of remainder of SSSA (New Warren Farm) and Table 5.3 summarises the highway mitigation to be secured by whichever development reaches the trigger point first.

Table 5.1: Sandleford Park (Bloor) Highway Mitigation. All S278 works to be fully funded and delivered by Bloor Homes

| Scheme | | Procured By | Trigger Point & Responsibility for Delivery |
|--|--|--------------------|--|
| A339/B4640 Swan Roundabout improvements with VMS and A339 PROW Greenham 9 crossing | 81311-041-108 (West Berks drawing) (Appendix E) | S278 highway works | Prior to first occupation of 200 dwellings – Bloor Homes |
| Rupert Road, Chandos Road and Wendan Road pedestrian improvements | Vectos will issue drawing in due course | S278 highway works | Prior to first occupation of 100 dwellings – Bloor Homes |
| Monks Lane Eastern Site Access | 172985_A_07.1 (Vectos drawing) (Appendix A) | S278 highway works | Prior to the first occupation of any development – Bloor Homes |
| Monks Lane Western Site Access | 172985_A_08 (Vectos drawing) (Appendix B) | S278 highway works | Prior to the first occupation of 100 dwellings – Bloor Homes |
| A339 Access | 4768-SK-100 (WSP drawing) (Appendix C) | S106 £1,500,000 | Prior to commencement of development, subject to the access road to the Bloor Homes boundary being adopted and open to all traffic or full rights being granted to allow the same WBC |

Table 5.2: Sandleford Park (New Warren Farm) Highway Mitigation. All S278 works to be fully funded and delivered by developer of New Warren Farm.

| Scheme | Procured By | Trigger Point & Responsibility for Delivery | |
|---|--|---|---|
| A343 Andover Road—Warren Road to Monks Lane Cycle Route | 172985_A_05.2 (Vectos drawing) | S278 highway works | Prior to first occupation 100 dwellings—Donnington New Homes |
| A343 Andover Road—Monks Lane to Buckingham Road pedestrian / cycle improvements | 18/00828/S278/PHH/OP 1/P3 (West Berks drawing) | S278 highway works | To be agreed with Donnington New Homes |
| A343 Andover Road/Monks Lane Junction | 81311-59-001 (West Berks drawing) | S278 highway works | Prior to first occupation 100 dwellings—Donnington New Homes |
| A343 access—4.8 metres wide with 1.5 metre wide footway one side | A090455-SK23 (WYG drawing) | S278 highway works | Prior to first occupation of any development—Donnington New Homes |
| A343 access—6.0 metres wide with 2.0 metre wide footway both sides | Refer to planning application 19/02707/FUL | S278 highway works | Prior to first occupation 100 dwellings—Donnington New Homes |
| Kendrick Road emergency access | A090455-SK24 (WYG drawing) | S278 highway works | Prior to first occupation of 100 dwellings—Donnington New Homes |

Table 5.23: Sandleford Park Joint Highways Mitigation. Items to be secured by whichever development reaches the trigger point first with appropriate mechanism in place to allow repayment of agreed share of cost by second developer in the future prior to commencement of their development.

| Scheme | | Procured By | Trigger Point & Responsibility For Delivery |
|--|----------------------------------|--|---|
| Newtown Road / Pound Street and Bartholomew Street / Market Street traffic signals upgrade | N/A | S106 contribution: £286,000 (£143,000 for each of two junctions) | WBC to complete the works prior to first occupation of 100 units across the SSSA. Contributions to be made as follows: Prior to Commencement: 100% WBC to complete the works prior to occupation of 500 units across the SSSA. Contributions to be made as follows: Prior to Commencement: 5% Prior to Completion of 200 units: 95% WBC to complete the works prior to occupation of 1000 units across the SSSA. Contributions to be made as follows: Prior to Commencement: 5% Prior to occupation of 700 units across the SSSA: 95% At commencement, a financial contribution of £862,876.90 Prior to the occupation of 200 Dwellings, a financial contribution of £1,456,067.85 Prior to the occupation of 700 Dwellings, a financial contribution of £5,762,443.47 Unless contributions have either been received or unconditionally secured from Sandleford Park West, prior to the occupation of 850 Dwellings, a financial contribution of the remaining [31.65%] £3,742,149.78 |
| A339/A343 St Johns Road Roundabout | 172985/A/12 (Appendix GH) | S106 contribution: £1,532,703 | |
| A339/Pinchington Lane/Monks Lane/Newtown Road | 172985_A_01 Rev ED (Appendix FG) | S106 contribution: £10,004,835 To be agreed. | |

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6 ~~6~~ **MATTERS NOT AGREED**

~~6.1~~ Whether repayment clauses ~~need to be~~ are provided for DPW (Donnington New Homes)

6.1

~~6.2~~ Whether ~~the provision of a~~ Construction Security (Ransom) Strip should be provided

6.2

~~6.3~~ As Warren Road is not within the planning application site, there is no guarantee that any road link to the A343 Andover Road can be provided. ~~Whether t~~This is detrimental in terms of vehicular permeability and the formation of an oversized cul-de-sac and to the delivery provision of a comprehensive development covering the whole strategic housing site

6.3

~~6.4~~ The ~~final-actual~~ costings for the A339 / Pinchington lane / Newtown Road junction improvements are not finalised

6.4

~~6.5~~ ~~6.5 Matters relating~~ Details have yet to be finalised regarding the final stages and payments for bus services and the travel plan

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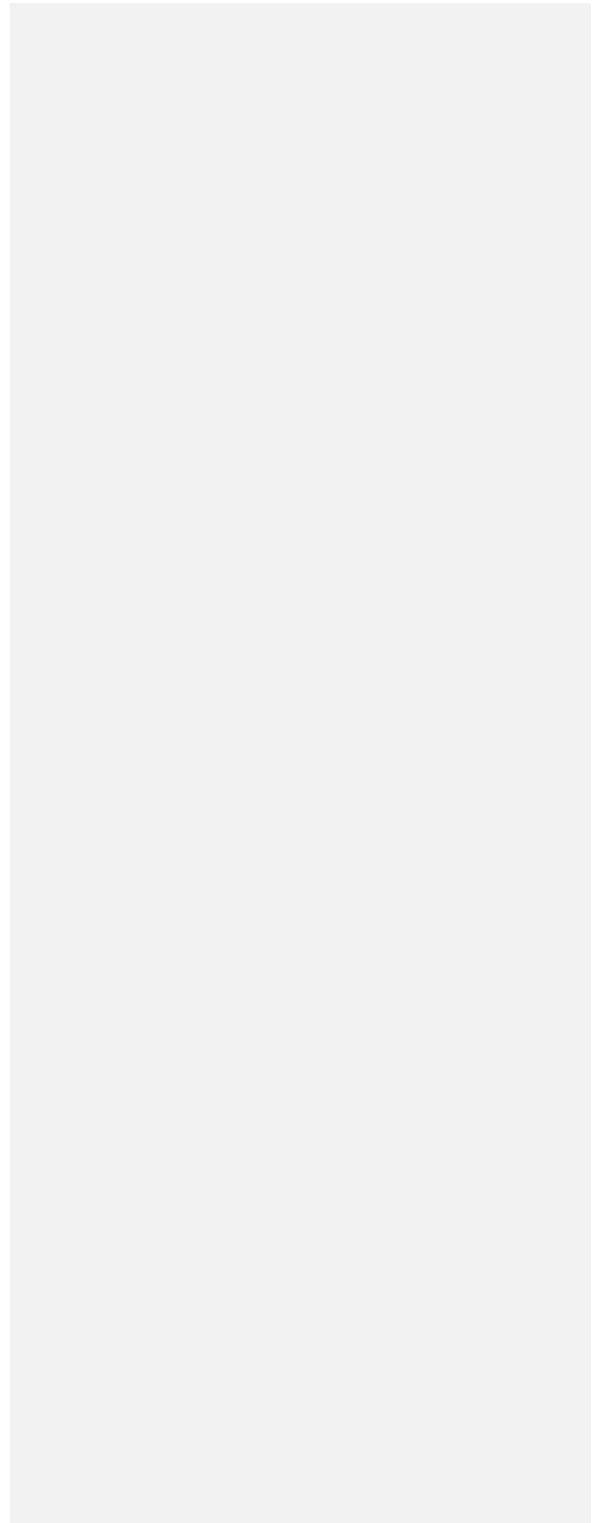
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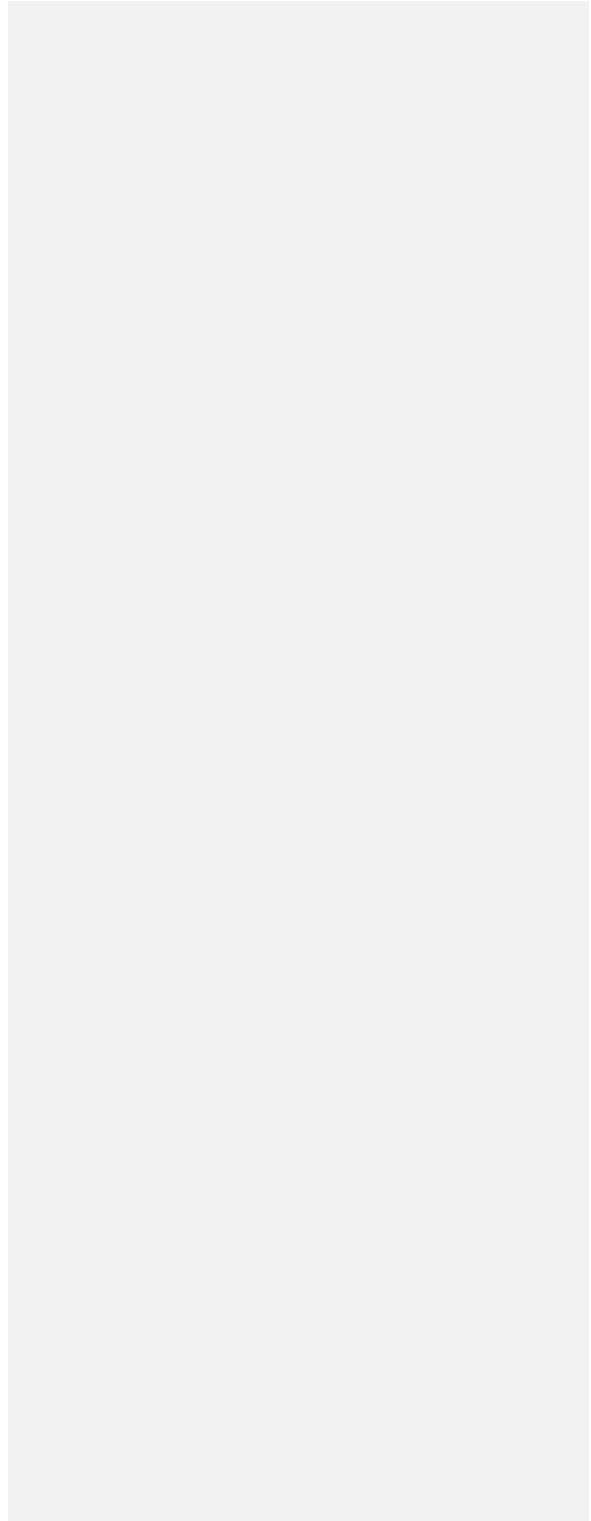
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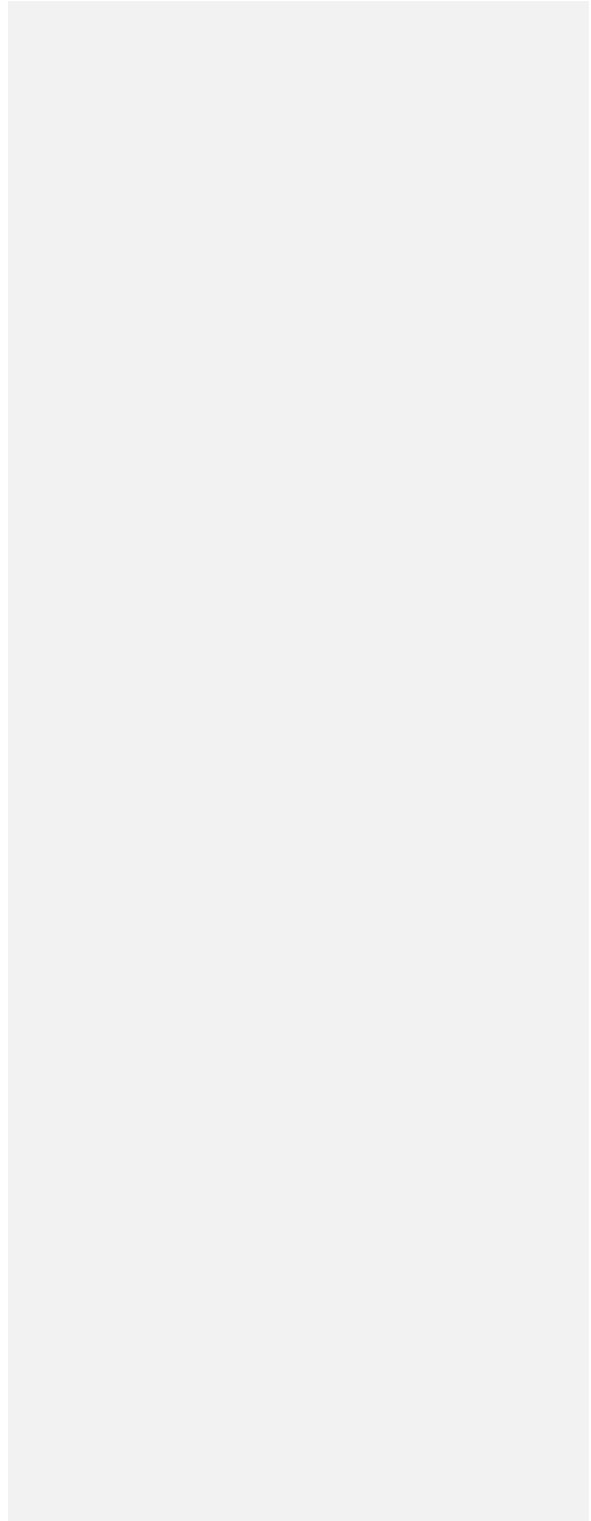
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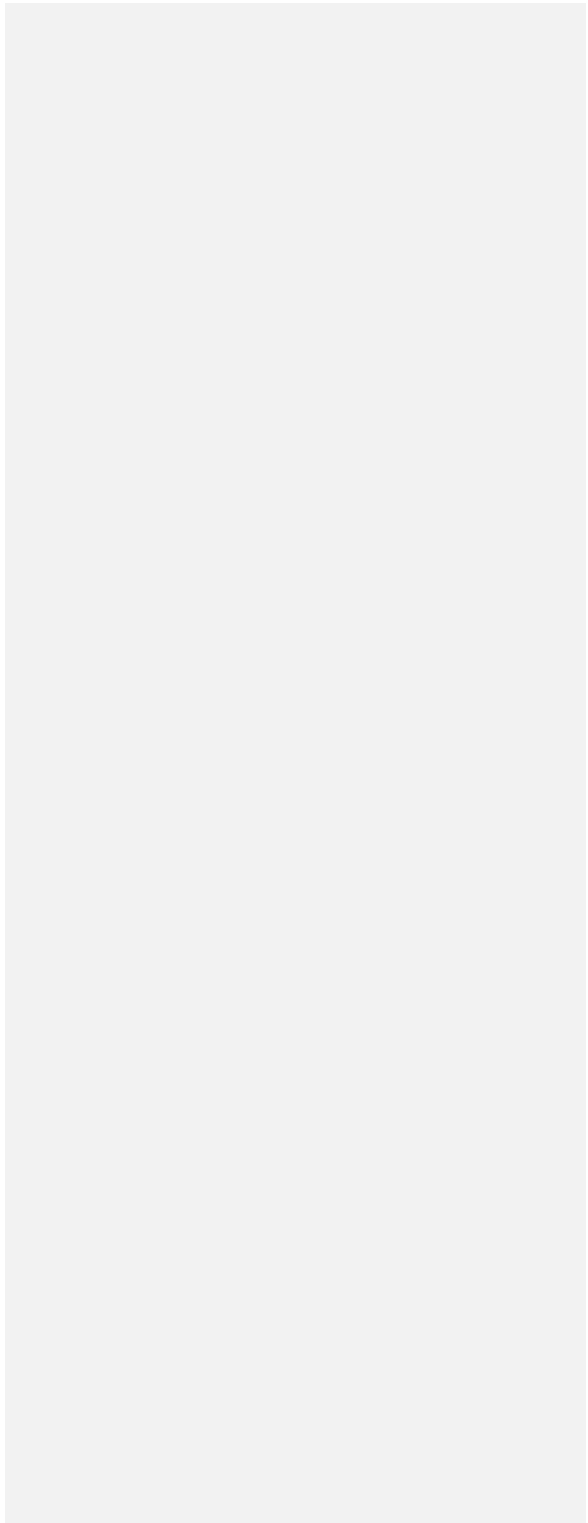
APPENDIX A



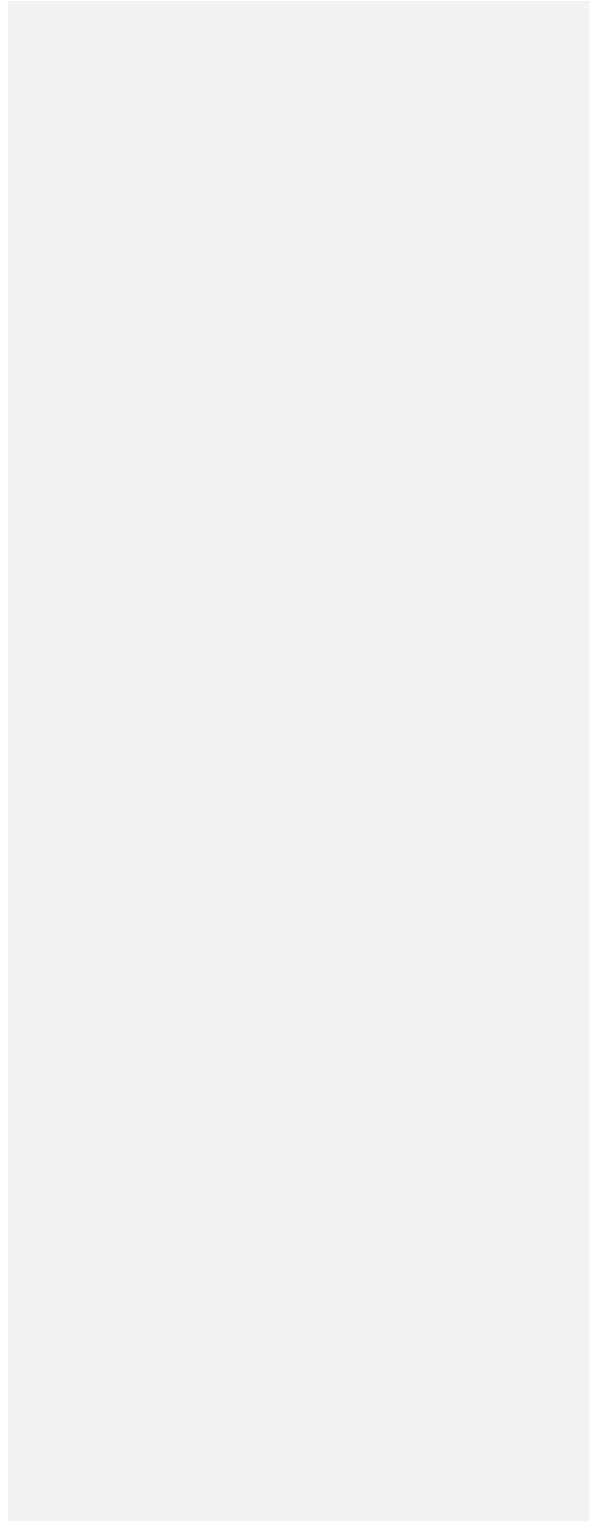
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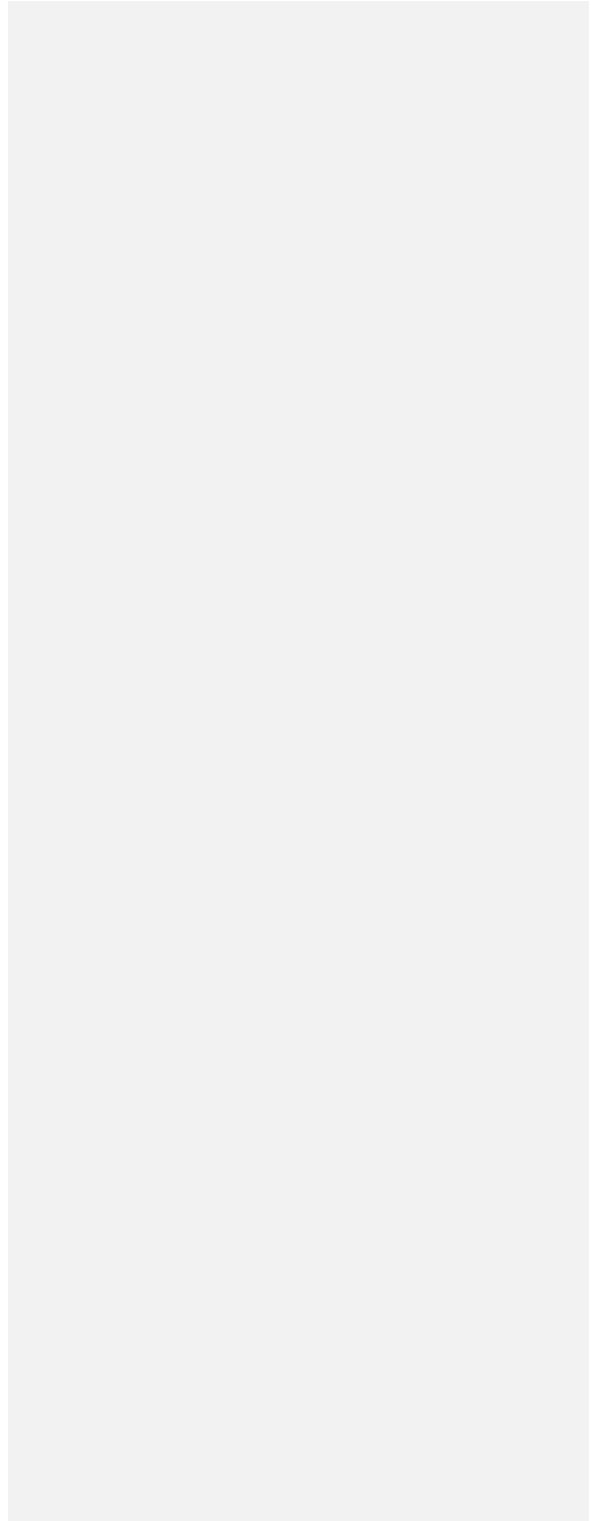
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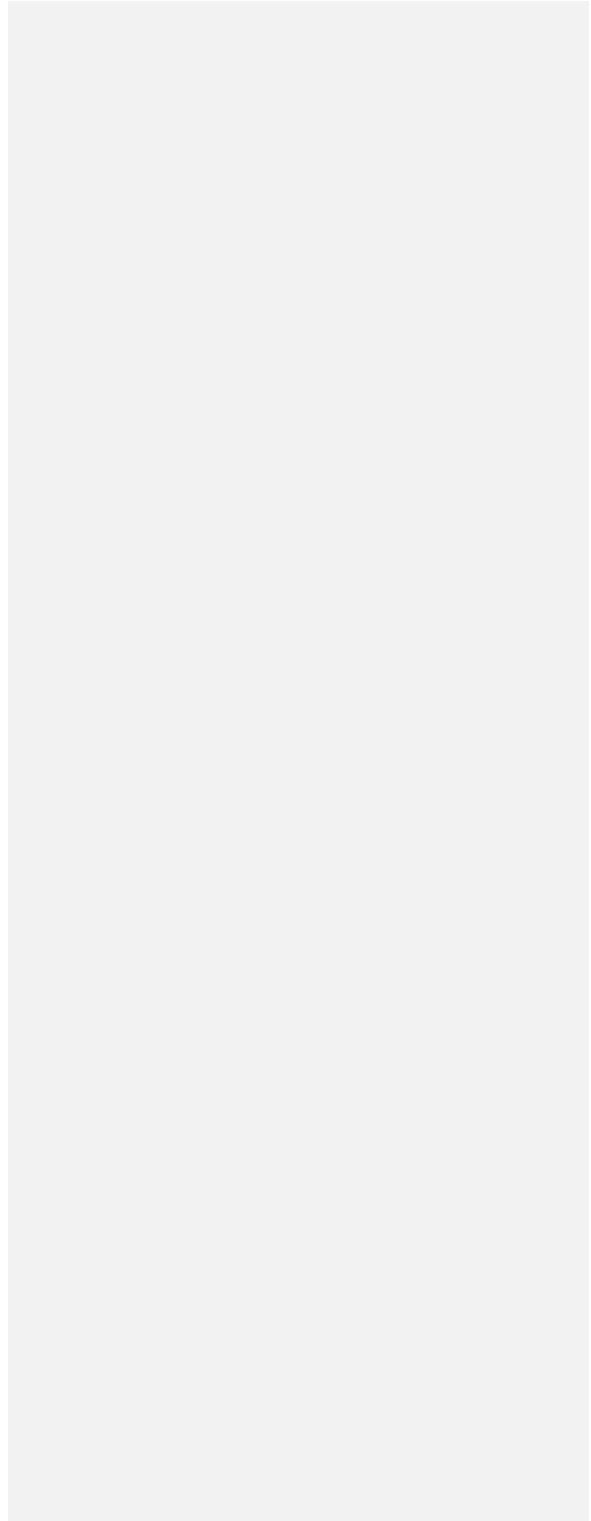
APPENDIX D



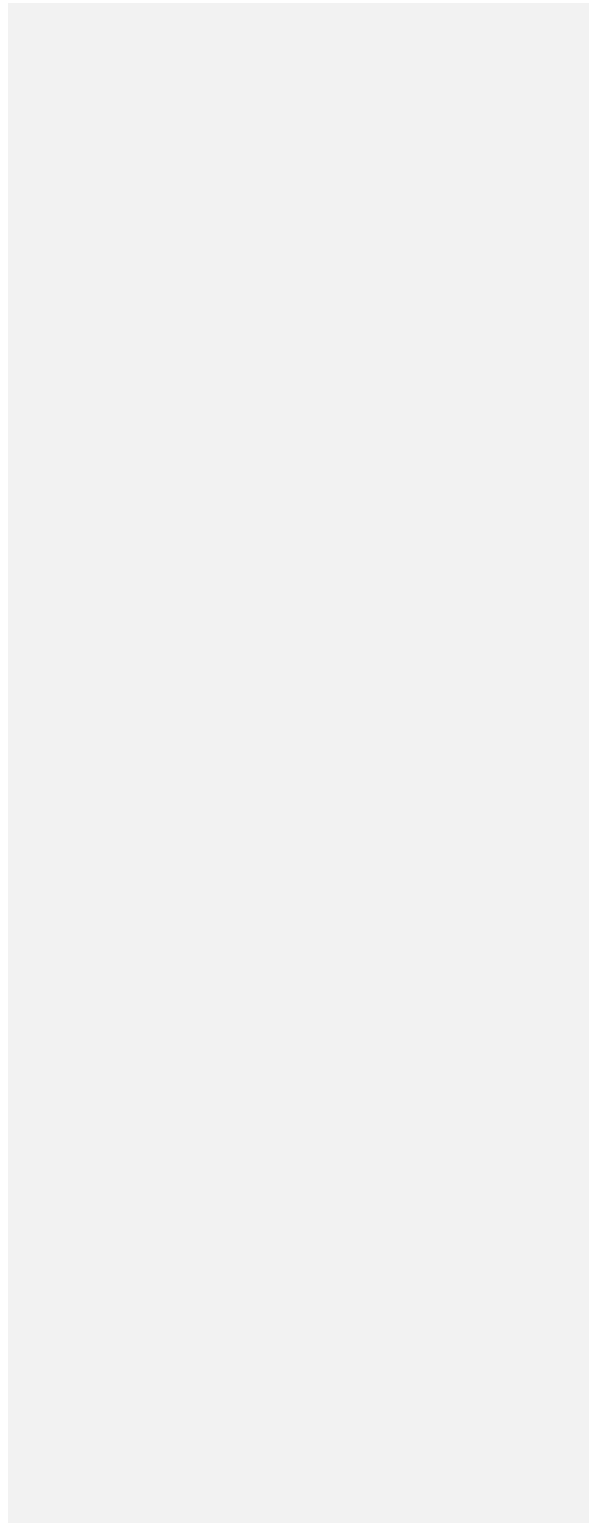
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APPENDIX F



APPENDIX G



APPENDIX H

