

Highways and Transport

Proof of Evidence

Town and Country Planning Act 1990
Section 78 appeal against the refusal of planning permission

Witness: Paul Simon Goddard B.Eng. (Hons)

Subject of Evidence: Highways and Transport

Appeal: APP/W0340/W/20/3265460

Site: Land at Sandleford Park, Newbury – North and Central (Bloor Homes)

Proposal: Up to 1,000 new homes; 80 extra care housing units (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 2,150 sqm, B1a up to 200 sqm) and D1 use (up to 500sq m); 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.'

Date: April 7th 2021

Council Reference: 20/01238/OUTMAJ

Proof of Evidence

Name: Highways and Transport

April 2021

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1. Summary

- 1.1 Planning application 20/1238/OUTMAJ was refused for a number of reasons, including two reasons relevant to the highway authority. The first being the failure to provide an adequate emergency access into the Development Parcel Central (DPC), which is the southern area to the Bloor Homes part of the Sandlesford Park development. Ideally such an access would be provided onto the A343 Andover Road via the Donnington new Homes part of the site. However as there is no comprehensive development covering the whole Sandlesford Park site, the appellants wish to provide their own emergency access. DPC is accessed from the rest of the Bloor Homes part of the site via the proposed Valley Crossing that would consist of a 160 metre long bridge structure. This gives added concern to the highway authority in the event that the bridge is obstructed in some way denying access by emergency vehicles to DPC. This would be unacceptable to the highway authority. The appellants have sought to overcome this issue through a Wheatcroft consultation by proposing a second parallel Valley Crossing bridge to act as an emergency access. Should the appellants provide the further options provided in the Wheatcroft, this would be acceptable to the highway authority and would overcome this reason for refusal.
- 1.2 The second reason for refusal relating to highways considers the failure to agree a package of mitigation measures. There is much concern as to how this will be provided between the two developers / owners of the two parcels comprising the Sandlesford Park allocation. This is made more difficult without an overall comprehensive development of the site. However, discussions have begun with the appellants. All of the required mitigation items are agreed as a result of the extensive VISSIM traffic modelling results agreed between the parties. There will be a mixture of items being provided as Section 278 highway works being provided by the developers and Section 106 financial contributions for works to be provided later by the highway authority.
- 1.3 The Section 278 items to be provided by Bloor Homes are agreed in principle. However some of the Section 278 works have yet to be costed for Bloor Homes and for the Section 278 items that are currently assumed will be provided by Donnington New Homes. This is important as it is considered by the highway authority that the overall cost should be proportioned between the developers at a ratio of 68.35 / 31.65 to Bloor Homes / Donnington New Homes based on traffic generation. Most of the Section 106 costs are agreed, but how the costs will be proportioned between the developers have

yet to be agreed. The provision of bus services and Travel Plan items between the two developers have also yet to be agreed.

- 1.4 Discussions with a series of meetings between the highway authority and the appellants are now ongoing. However, at the time of writing this proof of evidence, matters are not currently resolved with regards to mitigation and therefore I continue to object to the proposals on behalf of the highways authority.

2. Introduction

Qualifications and Experience

- 2.1 My name is Paul Simon Goddard.
- 2.2 I confirm that the evidence which I have prepared and provided for this appeal is true to the best of my knowledge. I confirm that the opinions expressed are my true and professional opinions.
- 2.3 I am employed as the Highways Development Control Team Leader for West Berkshire District Council and have been in post since August 2003. Prior to my appointment I was an Engineer for ten years at Southampton City Council. Overall I have over thirty years of experience in civil engineering and transport planning issues. I hold a Bachelor of Engineering Degree in Civil Engineering with honours from the University of Portsmouth.
- 2.4 My responsibilities include leading Highways Development Control, the team responsible for assessing planning applications with regards to highway engineering and transportation matters, supervision of private developer funded transport related projects carried out under Section 106 and 278 Legal Agreements, and on site adoptable works completed under Section 38 Legal Agreements, provision of street naming and numbering. Overall the team ensures that the Local Highway Authority's design standards are met by developments in the District.
- 2.5 I have been involved in the Sandleford Park development from its inception prior to the site being included as a Strategic Housing Site in 2008 to 2012. I have also been involved in all planning applications associated with this site.

Purpose and Scope of Evidence

- 2.6 This proof of evidence has been prepared to support West Berkshire Council refusing planning application 20/01238/OUTMAJ submitted on June 6th 2020. The planning application was refused under delegated powers on October 13th 2020.
- 2.7 This proof of evidence considers Highways and Transport issues.

Reasons for Refusal

- 2.8 Relevant to this proof of evidence, the application was refused for the two following reasons:

Reason 6. Development Parcel Central (DPC) would effectively comprise a substantial residential quarter, as well as a local centre which would serve the entire urban extension at Sandford and provide the necessary mix of uses required by the allocation of the site. The piecemeal nature of this development proposal for only the eastern part of the Sandford Strategic Site Allocation (SSSA), and the failure to put forward a well-planned, co-ordinated, comprehensive and holistic development for the SSSA, mean that the proposed development does not on its own provide and/or guarantee the necessary vehicular access through to Andover Road to the west. As a result, DPC would stand as an island with a single point of vehicular access being via the central valley crossing from the north east, forming a very large scale cul-de-sac. This is considered inadequate in urban design terms, in respect of permeability and connectivity.

The application includes two proposals for emergency access, one across the central valley and one along the cycle route within the country parkland. Both of these fail to provide satisfactory vehicular emergency access for DPC and its community. This is unacceptable, inappropriate and unsatisfactory in highways terms, for the necessary emergency and service vehicles, as well as for all the residents and users of DPC. The proposals would result in an unacceptable form of development, failing to provide a successfully integrated urban extension.

Access is not a reserved matter and it is considered that the detailed access proposals fail to provide satisfactory access to DPC and in this

respect the proposed access details are inadequate and insufficient and therefore unacceptable.

In addition, the critical issue of access to DPC and the applicant's proposed design response have a number of harmful and unnecessary consequences for the development and the site as follows:-

i) In highways terms satisfactory emergency access could only be provided in this case in the form of two separate and independent access road structures across the entire width of the central valley. The applicant's illustrative solution is for a single substantial earthworks embankment bridge structure instead. This would result in unnecessary and unacceptable harm to:- a) the landscape character and visual quality of the valley; b) trees on the valley side; and c) the ecology of the riparian valley, including the priority habitat of rush pasture, with the area of purple moor grass of county importance. Similar concerns are also raised in respect of the potential adverse harmful impact of the proposed construction access across the central valley to DPC and also to PHS. The proposed central valley crossing embankment would also introduce an unacceptable and unnecessary obstacle to the proposed pedestrian and cycle routes running along the two sides of the central valley, which seek to connect the country parkland and the whole of the SSSA to the Rugby Club site to the north; and

ii) the other emergency access in the form of the Grasscrete widening of the proposed cycleway within the country parkland and its consequent diversion in part from running adjacent to the public right of way (PROW9), would introduce an unnecessary additional element of domestication within the country parkland, which results in unnecessary and unacceptable harm to the landscape character and visual quality of the landscape, as well as to an ancient woodland (Waterleaze Copse) and associated riparian valley crossing, through which it would pass.

The proposal, by disregarding the importance to deliver a comprehensive and coordinated holistic development, is ill-thought out, will cause unnecessary substantial material harm to a whole range of interests of

acknowledged importance, would fail to deliver a satisfactory form of development and is therefore unacceptable and inappropriate on a number of levels. In this respect it is contrary to Policies ADPP2, CS3, CS5, CS13, CS14, CS17, CS18, CS19 of the West Berkshire Core Strategy Development Plan Document (CS DPD, adopted July 2012); Policy GS1 of the West Berkshire Housing Sites Allocations Development Plan Document (2006-2026) (HSA DPD, adopted May 2017); and the Vision, the Strategic Objectives and the Development Principles including S1, L1, L2, L4, L6, L7, E1, E2, A1, A2, A6, F1, F2, U1, U4, U5, CA7 & CA9 of the Sandleford Park SPD (adopted March 2015).

Reason 14. The development fails to secure satisfactory Section 106 planning obligation/s to deliver the necessary infrastructure, mitigation and enabling works (on and off site), including in terms of: affordable housing, travel plan, highway works including pedestrian and cycle facilities (off-site), country parkland, public open space and play facilities, sports pitch provision, other green infrastructure, public transport, primary and secondary education, healthcare and local centre, including community and commercial uses.

The application is therefore contrary to Policies CS3, CS4, CS5, CS6, CS13, CS17, CS18 of the West Berkshire Core Strategy Development Plan Document (CS DPD, adopted July 2012); the Vision, Strategic Objectives and the Development Principles of the Sandleford Park SPD (adopted March 2015); and the West Berkshire Planning Obligations Supplementary Planning Document (PO SPD, adopted December 2014).

3. Issues

Provision of emergency access into Development Parcel Central

- 3.1 Sandleford Park is a strategic housing site allocated in the West Berkshire Core Strategy, a Development Plan Document (CS, adopted July 2012) in policy CS3. The site lies within the south of Newbury. To the north is the C classified Monks Lane, the A339 is to the east and the A343 Andover Road to the west. Within the

two planning applications submitted within the development, accesses are proposed onto all of these roads to serve the development.

- 3.2 Sandford Park overall is divided into four parcels. From Bloor Homes, there are 3 parcels: Development Parcel North 1 (DPN 1) south of Monks Lane; DPN 2 being to the south of DPN1; Development Parcel Central (DPC) even further to the south. In the south west near Warren Road is Development Parcel West (DPW) provided by Donnington New Homes that is covered by planning application 18/00828/OUTMAJ.
- 3.3 There has been a concern regarding the potential for emergency access to serve DPC consisting of up to 500 dwellings and a local centre. There is particular concern that DPC would be accessed via what is a circa 160 metre long Valley Crossing bridge proposed by the refused planning application.
- 3.4 A recent Wheatcroft consultation proposed the following alternative option to provide an emergency access over the Valley Crossing on the following plans: VD17562-SK014, VD17562-SK001 (rev B), VD17562-0001, VD17562-SK023 and VD17562-STR-SK-003 (CD 6.3).
 - a. VD17562-SK014: proposed alignment & cross / long sections parallel option was submitted with the planning application. This remains unacceptable, as I consider that for this to work, the two separate carriageways would need to be extended to level ground, and the bridge would need to be two separate structures. This is, for instance, to enable separate maintenance schedules for any structure without affecting the other that would remain open. I am concerned that this current proposal will affect cycle routes along the floor of the valley and that at least one passing place would be required within the narrowing on both routes.
 - b. VD17562-SK001 (rev B): alternative horizontal alignment / VD17562-0001 long section provided within the Wheatcroft consultation. The proposed route will follow the contour of the valley floor. It is assumed that this route is being provided in addition to the valley crossing bridge. If so, then this would be acceptable from a highways point of view, however I am aware that this would also be unacceptable for ecology reasons.

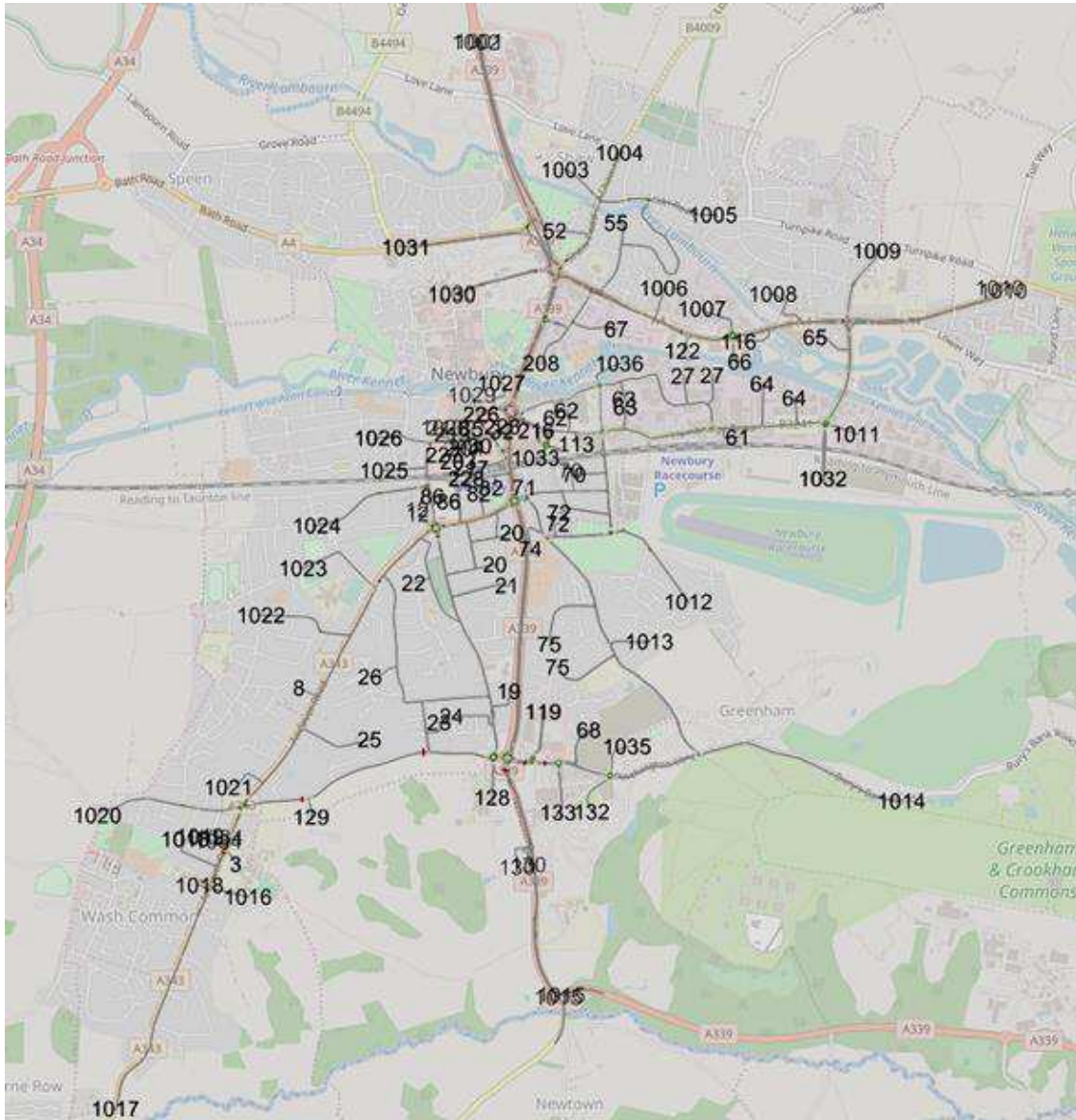
- c. VD17562-SK023: proposed vehicular/ pedestrian straight alignment bridge and VD17562- STR-SK-003: proposed parallel structures straight alignment option is a further Wheatcroft proposal, and is an improvement on VD17562-SK014 as two separate carriageways and structures have seemingly been extended to span the entire valley. Should this option be accepted as part of the application by the decision-maker and continues to be pursued by the appellant, this will be acceptable to highways.
- 3.5 A further emergency route is also proposed along Public Right of Way Footpath Greenham 9 (CD 1.5). There would need to be a 3.75 metre bonded surface that would need to be adopted and provided to adoptable standards. With this solution, I would have concerns that the diversion that an emergency vehicle would need to take is much too long. However should the valley crossing proposals submitted in the Wheatcroft proposal be provided, then it is considered that this route will no longer be required
- 3.6 In my view, this is all to ensure against reliance on another developer for an emergency access. The very best option would be the link through to DPW that would satisfy the provision of an emergency access. Had this proposal been comprehensive for the whole site, this could have been achieved and none of the above concerns would arise.

Provision of mitigation.

- 3.7 The proposal was modelled using the Newbury VISSIM traffic model. The model is owned by West Berkshire Council, is run and maintained by consultants WSP. The model was used by the appellants' highway consultants and the relevant results can be found in appendix 1 to this proof of evidence.
- 3.8 The following year modelling scenarios were completed for the AM and PM peaks:
- 2017 Base - Observed Traffic Flows (AM and PM peak);
 - 2031 Base – 2017 base plus traffic growth and committed developments
 - 2031 With Development – 2031 base plus development with two accesses onto Monks Lane
 - 2031 With Development – 2031 base plus development with two accesses onto Monks Lane and the A339 Access; and

- 2031 With Development – 2031 base plus development with all four accesses.

3.9 The diagram below shows the extent of the VISSIM model:



3.10 The following development traffic modelling scenarios

- **2031 Reference Case** covers the highway network as projected in 2031. Traffic from all known committed developments and future highway improvements in the Newbury area are included.
- **Scenario A** includes the total development from both planning applications 20/01238/OUTMAJ and 18/00828/OUTMAJ.

- **Scenario C** includes the Bloor Homes part of Sandford Park which is circa 1,000 dwellings accessed via Monks Lane and the A339.
- **Scenario D** includes the Donnington New Homes Bloor Homes part of Sandford Park which is circa 500 dwellings accessed via Warren Road.

3.11 From the traffic modelling results:

3.12 For **Scenario A**, the development during the AM peak has a severe impact on the Newtown Road area from the town centre with northbound traffic queues extended as far as Bartholomew School, some 850 metres. This would appear to be from the Newtown Road / Pound Street junctions and the Bartholomew Street / Market Street traffic signal junctions. There is also an impact northbound on the A339 / A343 St Johns Road / Greenham Road Roundabout. According to the results, further impact can be found in the Hambridge Road area. The development has a limited impact in this location, but it may be due to traffic seeking alternative routes to avoid the above mentioned additional congestion on the A339. During the PM peak, as would be expected, there is an increase in traffic congestion southbound on the A339 particularly the A339 / Fleming Road junction. Further impacts are found at the A339 / B3421 Kings Road / Bear Lane junction and at the Hambridge Road / Hambridge Lane Roundabout. I am also concerned regarding the extensive traffic queue northbound on the A339 adjacent the Newtown Road Household Waste Recycling Centre. The above impact would be sufficient to raise objection for scenario A without mitigation.

3.13 For **Scenario C**, the impact of the development is in some cases similar to scenario A, but in most cases is also less due to the number of dwellings being only 1,000 instead of 1,500. However the impacts still exist in most of the locations mentioned under Scenario A, and would be sufficient to raise objection without mitigation.

3.14 For **Scenario D**, even though it is a smaller development, it has an impact on the Newtown Road area into the town centre and during the PM peak, the Fleming Road southbound. The impact of the development on the Newtown Road area would be sufficient to raise an objection an objection without mitigation.

3.15 All of the traffic modelling results and their explanation are found in the appendix 1 to this proof of evidence.

The aims of the Highway Authority with regard to mitigation

- 3.16 It is inevitable that a development of this size will have an impact on the highway network. There are limited options left available for the highway authority in accommodating this strategic development and ensuring mitigation along the congested A339 will be challenging. To varying levels, all junctions along the A339 experience traffic congestion during peak travel periods and at times during the day. In some instances due to land restraints there are limitations to what improvements can be undertaken to increase capacity, and in the case of the A339 / A343 St Johns Road / Greenham Road Roundabout, there are limitations due to its location within an Air Quality Management Area (AQMA). Traffic congestion also occurs along some locations along the A343 Andover Road especially in the vicinity of the A343 Andover Road / Essex Street / Monks Lane mini roundabouts, particularly during the AM peak. Again there are limitations to what can be done to increase traffic flow capacity. To mitigate the impact from Sandford Park, it is likely that smarter ways of mitigation will need to be considered.
- 3.17 The highway authority has already implemented highway improvement schemes at the A339 / B3421 Kings Road / Bear Lane during 2019, and the A4 / Hambridge Road / Lower Way during 2020. Further improvements including the B3421 link road and the A4 / A339 / B4009 Robin Hood Gyratory are scheduled during 2021/22. All of these schemes have been designed to maximise as much as possible traffic capacity within all available public highway. There are no further options available. With such issues at junctions within Newbury town centre, junction improvements to the A339 / Pinchington Lane / Monks Lane, the A339/ B4640 Roundabout and the proposed A339 access can be designed to improve capacity and have signal plans that can hold traffic travelling northwards into the town centre. This would avoid the junctions within the town centre being overwhelmed with the resulting extensive traffic queues. Also with the A339/ B4640 Roundabout, a scheme is envisaged to encourage traffic from the south to direct towards the A34 via the B4640.
- 3.18 With Sandford Park the aim of the highway authority has always been to encourage traffic towards the A34 instead of via Newbury town centre. The provision of accesses onto the A343 and the A339 has in the view of the highway authority enabled this aim to be realised. On the A343, an added issue has been to divert traffic away from the A343 Andover Road / Essex Street / Monks Lane junctions and the section of Andover Road fronting Parkhouse School. These locations can be

congested, and within the confines of the public highway there is very limited scope to improve any highway capacity. The provision of an access further south via Warren Road limits any traffic

Proposed Mitigation

- 3.19 The first on what I would consider to be smarter mitigation is the proposal for the **A339 / B4640 Roundabout**. This junction does not have traffic capacity issues, but the main focus of the proposal is to provide measures to encourage traffic travelling northbound from the A339 to divert along the B4640 to the A34. Drawing 81311-041-108 is provided in Appendix 2 to this proof of evidence.
- 3.20 The above then allows the provision of a turn right lane into St Gabriel's School to improve safety for the School access. This in turn allows the provision of the crossing point allowing users of the Public Right of Way Footpath Greenham 9 to safely cross the A339. This will also connect with the proposed footway / cycleway being proposed by West Berkshire Council along the eastern side of the A339 in this location.
- 3.21 This proposal will need to be designed in further detail and is agreed to be provided as Section 278 Highway works by Bloor Homes.
- 3.22 Improvements to the **A339 / Pinchington Lane / Monks Lane Roundabout** and the Monks Lane / Newtown Road / New College Roundabout are shown 172895/A/01/Rev C in Appendix 2 to this proof of evidence. Also shown on submitted drawings is the widening of Pinchington Lane up to the Pinchington Lane / the Triangle Roundabout. This part will not be funded by the developer, but from other funding such as CIL, for instance from housing developments to the north of Pinchington Lane. This proposal will need to be designed in further detail. It will be funded by Section 106 contributions from the Sandford development. I consider that it should not be implemented too early as the additional capacity would simply attract more traffic onto the A339 that is contrary to aims outlined earlier.
- 3.23 Improvements to the **A339 / A343 St Johns Road / Greenham Road Roundabout** are shown on drawing 172985/A/12 in Appendix 2 to this proof of evidence. This proposal will need to be designed in further detail. The overall costs of the scheme have yet to be agreed and how costs will be proportioned between the developers.

3.24 The Newtown Road / Pound Street and Bartholomew Street / Market Street traffic signals are required to be upgraded including new signal controllers. It is estimated that the costs of these upgrades are £143,000 per junction.

The impact of the mitigation

3.25 The VISSIM modelling results show that during the AM peak, there will be significant improvements to the southbound and westbound arms at the A339 / A343 St Johns Road / Greenham Road roundabout, but unfortunately this does not assist with the northbound or eastbound traffic queue. In fact the northbound queue was made much longer, not only during the PM peak, but also the AM peak. The proposed A339 / Pinchington Lane / Monks Lane / Newtown Road junction seems to work satisfactorily. It needs to be mentioned that upon installation of traffic signal junctions, there will always be a time for the junction to be adjusted by engineers. The question is whether there is confidence that this can be done satisfactorily, and for the A339 / Pinchington Lane / Monks Lane / Newtown Road and the A339 / Highwood Copse junction. I can say that this is the case. During the AM peak there are some issues around the B3421 Kings Road / Hambridge Road / Bone Lane area, however I am aware of further design work ongoing for the proposed junction at the B3421 Kings Road / Hambridge Road / Boundary Road. This work is associated with the provision of the Sterling Industrial Estate. During the PM peak there are also issues around the A339 / B3421 Kings / Bear Lane area. This area has only just recently been improved. As stated earlier, no other improvements are possible. The traffic signal junctions along the A339 operate using SCOOT and MOVA software, which is re-calibrated every few years. SCOOT and MOVA are software that can be installed at traffic signal junctions that allow the traffic signals to self-adjust to an extent to traffic conditions. It is considered that the above issues can be resolved with further re-calibration.

3.26 A significant issue, as it always has been, is the A339 / A343 St Johns Roundabout / Greenham Road Roundabout. With the proposed mitigation, significant improvements have been obtained on the A339 southbound arm and the Greenham Road arms, but not on the A339 northbound arm where, if anything, the traffic queues will lengthen. I have considered the advantages and disadvantages of this. By 2031 without this mitigation, during the PM peak this junction causes a southbound traffic queue that is so extensive, that it trails through the A339 / B3421

Kings / Bear Lane junction to the north. This in turn causes traffic queues to trail through each junction in turn until almost at the A339 / The Connection at Vodafone roundabout. At times this gives a total continuous traffic queue length of some 2.2 km. At least with the mitigation reducing the southbound queue, it provides opportunities to break this queue up and improve southbound travel. This mitigation will unfortunately be at the expense of the northbound queue at the A339 / A343 St Johns Roundabout/ Greenham Road Roundabout, but at least this will not trail through any other junctions. It may be possible that northbound traffic can be managed much more from the new traffic signal junctions being proposed to the south when they are completed. I am content with the traffic modelling results for the A343 Andover Road corridor and the Newtown Road / Bartholomew Street corridor.

- 3.27 From all of the above, it can be stated that the VISSIM traffic modelling has been concluded as much as possible. The proposal is therefore acceptable subject to all mitigation being provided. However there are currently areas outstanding including the agreeing of costs to construct the A339 / Pinchington Lane / Monks Lane A339 / A343 St Johns Roundabout/ Greenham Road Roundabout and how costs overall will be distributed between the developers.

Sustainable mitigation

- 3.28 The highway authority considers that there are the following **pedestrian / cycle routes** to be potentially improved to and from the site:

- a. Along Monks Lane and Pinchington Lane towards Newbury College, retail and employment along Pinchington Lane
- b. Along Newtown Road towards Newbury town centre
- c. Across the A339 to Deadmans Lane towards Newbury College, retail and employment along Pinchington Lane
- d. Via the Public Right of Way Footpath Greenham 9 and the A339 to Greenham Common and employment at New Greenham Park.
- e. Along Rupert Road / Chandos Road / Wendan Road towards Newbury town centre

- 3.29 Routes a and b are already high quality routes and the proposed new traffic signal junctions at the A339 / Pinchington Lane / Monks Lane Roundabout and the Monks Lane / Newtown Road / New College Roundabout will provide new crossing opportunities. Route c will be provided with the new access onto the A339 that

includes a pedestrian crossing over the A339 within the junction. With route d, it is proposed to improve this route with improvements to the A339 / B4640 Roundabout that were described earlier that include a crossing point over the A339. Route e links well with the existing Monks Lane pedestrian crossing near Rupert Road. Albeit rather steep along some stretches, it is a quiet route for cyclists. Some footway widening along with dropped kerbs and tactile paving across junctions along the route is being proposed and is shown on drawing No. 12985/A/21. This drawing is shown in appendix 2 to this proof of evidence and is still subject to agreement

- 3.30 **A bus service** is proposed into the site upon completion of DPC and is shown to loop and return. In my view, this is not ideal, as it reduces viability of the service. I would consider that by the time DPC commences the link through to Warren Road could be available and should be used to increase the chances that the service would be viable. The provision of bus services is currently subject to discussion.
- 3.31 **A Travel Plan (TP)** has been submitted and will be secured. This is currently subject to discussion.
- 3.32 All of the overall proposed mitigation is shown in the table below. The table lists all of the items and describes their current status with ongoing negotiations
- 3.33 It is contended that the following Section 278 and Section 106 items should be provided as a 68.15:31.65 split between Bloor Homes and Donnington New Homes respectively. This has been agreed in principle with Bloor Homes with regards to Section 106 contributions. However negotiations are continuing with regards to the Section 278 items as they have yet to be costed. West Berkshire council will cost the remaining items within the next two weeks with further discussions to be held.
- 3.34 Furthermore, no discussions have yet to take place with Donnington New Homes and it is not known if this is acceptable to them. Undoubtedly, the lack of a comprehensive development for the whole site and the separate planning applications has created a position of uncertainty in relation to essential mitigation measures required as a consequence of the development of the site.

Scheme	Drawing Number	Date	Current status
A339/B4640 Swan Roundabout improvements with VMS and A339 PROW Greenham 9 crossing	81311-041-108 (West Berks drawing)	To be costed by Bloor Homes and checked by WBC. Prior to the first occupation of 200 dwellings. Bloor Homes	Agreed
Rupert Road, Chandos Road and Wendan Road pedestrian improvement's	Drawing No. 12985/A/21 (Vectos Drawing)	To be costed by Bloor Homes and checked by WBC. Prior to the first occupation of 100 dwellings. Bloor Homes	Agreed, subject to agreeing drawing
A343 Andover Road – Warren Road to Monks Lane Cycle Route	172985_A_05.2 (Vectos drawing)	To be costed by WBC. Prior to the first occupation of 100 dwellings. Donnington New Homes	Yet to be agreed
A343 Andover Road – Monks Lane to Buckingham Road pedestrian / cycle improvements	18/00828/S278/P HI/OP1/P3 (West Berks drawing)	To be costed by WBC. Prior to the first occupation of 200 dwellings. Donnington New Homes.	Yet to be agreed
A343 Andover Road/Monks Lane Junction	81311-59-001 (West Berks drawing)	To be costed by WBC. Prior to the first occupation of 100 dwellings. Donnington New Homes	Yet to be agreed

Highway mitigation to be provided as highway works by Section 278 of the Highways Act 1980

Newtown Road / Pound Street and Bartholomew Street / Market Street traffic signals upgrade	No drawing required	S106 cost £286,000 (£143,000 for each of two junctions) WBC to commence the works prior to first occupation of 100 units across the SSSA. Contributions to be made as follows: Prior to Commencement: 100%	Cost agreed. Proportion between developers to be agreed
A339 / A343 St Johns Road Roundabout	172985/A/12	S106 cost £1,532,703 WBC to commence the works prior to occupation of 300 units across the SSSA. Contributions to be made as follows: Prior to Commencement: 5% Prior to Completion of 200 units: 95%	Cost agreed. Proportion between developers to be agreed

A339 / Pinchington Lane/Monks Lane/Newtown Road	172985_A_01 Rev C	S106 cost £10,054,835 WBC to commence the works prior to occupation of 700 units across the SSSA. Contributions to be made as follows: Prior to occupation of 200 dwellings: 5% Prior to occupation of 700 units across the SSSA: 95%	Overall cost to be agreed. Proportion between developers to be agreed
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Highway mitigation to be provided as financial contributions by Section 106 of the Town and Country Planning Act 1990

- 3.35 The following items are to facilitate access into the whole Sandford Park development.
All items are agreed

Scheme	Drawing Number	Date	Current status
Monks Lane Eastern Site Access	172985_A_07.1 (Vectos drawing)	Prior to first occupation of any development. Bloor Homes S278 highway works	Agreed
Monks Lane Western Site Access	172985_A_08 (Vectos drawing)	Prior to the first occupation of 100 dwellings. Bloor Homes S278 highway works	Agreed
A339 access	4768-SK-100 (WSP drawing)	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 Highway works provided by WBC S106 £1,500,000 provided by Bloor Homes	Agreed
A343 access – 4.8 metres wide with 1.5 metre wide footway one side	A090455-SK23 (WYG drawing)	Upon commencement Donnington New Homes S278 highway works	Agreed
A343 access – 6.0 metres wide with 2.0 metre wide footway both sides	Refer to planning application 20/03041/FUL	Occupation 100 dwellings Donnington New Homes S278 highway works	
Kendrick Road emergency access	A090455-SK24 (WYG drawing)	S278 highway works	Agreed, subject to timing

- 3.36 The following items in the table below consider bus services and Travel Plans. Further discussions will be held with the appellants within the next two weeks.

Provision of bus services into development from Monks Lane to Andover Road	S106 funding for bus subsidy prior to bus services becoming self-financing. S106 To be funded by both developers on the basis of £XX per residential unit.	Yet to be agreed and proportioned with both developers
Comprehensive, coordinated and consistent Travel Plan measures	S106 To be funded on the basis of £300 per residential unit Prior to commencement: 60% of contribution Prior to occupation of 50% of units within Bloor development: 40% of contribution WBC to operate Travel Plan	Yet to be agreed
Comprehensive, coordinated and consistent Travel Plan measures	S106 To be funded on the basis of £300 per residential unit Prior to commencement: 60% of contribution Prior to occupation of 50% of units within Donnington New Homes development: 40% of contribution WBC to operate Travel Plan	Yet to be agreed

4. Conclusion

- 4.1 This planning application 20/01238/OUTMAJ was refused for a number of reasons including two relevant to the highway authority. The first reason included a failure to provide an adequate emergency access to the southern area of the Bloor Homes part of the development. However there is now an acceptable solution provided that could overcome this issue as it relates to highways. The second reason included a failure to agree adequate mitigation for the development. This reason for refusal still currently stands, as no final agreement has yet to be reached and the inherent risks from the Council's perspective arise from the fact that the development of this site is not a comprehensive development. However discussions are still ongoing. An update will need to be provided at the forthcoming public inquiry.