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# HIGHWAY RESPONSE

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**Our Ref:** 20/01238/OUTMAJ  
**From:** Paul Goddard  
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**Your Ref:** 20/01238/OUTMAJ  
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**Date:** 8<sup>th</sup> September 2020

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

**Outline planning permission for up to 1,000 new homes; an 80 bed extra care facility as part of the affordable housing provision; a new 2 form entry primary school (D1); expansion land for Park House School; a local centre to comprise flexible commercial floorspace (A1-A5 up to 2,150sq m, B1a up to 200sq m) and D1 use; 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. Matters to be considered: Access.**

### Introduction

1. This planning application follows from and is similar to planning application 18/00764/OUTMAJ that has yet to be determined. I have viewed much of the documentation submitted including letters from the public, and the Transport Assessment (TA) submitted by Vectos.
2. Sandleford Park overall is divided into four parcels. From Bloor Homes, Development Parcel North 1 (DPN 1) is south of Monks Lane, with 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.

### Site Layout

3. This planning application covers DPN1, DPN2 and DPC. As this is an outline proposal, the internal layout is generally illustrative, however there are some important aspects to be considered. I am generally content that the layout complies with guidance set in the governments Manual for Streets. The layout includes loops and grids to spread traffic through the site including the link south of Crook Copse that I am pleased to see. Some of the loops and grids will need to be connected further when submitted in detail. The layout shows natural traffic calming with bends, junctions and changes in direction throughout. This has been encouraged and I am pleased to see much of this provided thus far.
4. It would seem that layout principles contained within the Sandleford Park Supplementary Planning Document September 2013 can and will be complied with. It would also seem that all parking and cycle standards will be complied with.

5. Although illustrative, I note the Valley Crossing plan. Concern has been raised previously regarding the provision of emergency access into DPC. The very best option would be the link through to DPW that would satisfy the provision of an emergency access, but unfortunately the developers will not work together in this regard. To try and provide a second access the Valley Crossing consists of two separate carriageways both consisting of a 3.65 metre wide carriageway, a 2.0 metre wide footway and a 1.5 metre wide cycleway. The theory would be that if one of them was closed or obstructed the other could still be used as an emergency access. I consider that for this to work, the two separate carriageways would need to be extended to level ground, 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 also consider that at least one passing place would be required within the narrowing on both routes. In the developers need to ensure against reliance on another developer, this matter has so far not been taken seriously enough in my view. I am most concerned regarding the prospect of a development of up to 500 dwellings and a local centre being cut off either due to incident or due to maintenance and an emergency vehicle not being able to travel into the development.
6. I am concerned that this current proposal will affect cycle routes along the floor of the valley. More detail will need to be submitted in this regard.
7. The current proposal replaces an open bridge flyover structure that I understand was required and is still required for landscaping and ecological purposes. Should this solution be reinstated then again there will need to be two separate structures for the reasons explained above.
8. I also note that an emergency route is also planned along Public Right of Way Footpath Greenham 9. There would need to be a 3.75 metre bonded surface that would not be up to an acceptable standard. Grasscrete would not be acceptable in my view. With this solution, I would have concerns that the diversion that an emergency vehicle would need to take is much too long. Again all of this is to ensure against reliance on another developer for an emergency access, and this is not acceptable.
9. I must say that the proposal as it currently stands would be unacceptable and would lead to an objection from the highway authority. Without an adequate emergency link into DPC, then I cannot see how this part of the site can ever be developed. I consider that this issue would be easily resolved if the developers worked together.

## **Access**

10. It is proposed to access the site via four locations, the Monks Lane Eastern Access, the Monks Lane Western Access, An A339 access north of the Household Waste Recycling Centre (HWRC) and an access onto the A343 via the Warren Road area. All of these accesses are essential to ensure that traffic is spread more around the network and to ensure that viable bus services can pass through the site. There is a fifth smaller access serving a small number of dwellings just to the west of the Monks Lane Western Access.

### Monks Lane Eastern Access

11. This is proposed as a new priority junction approximately 250 metres to the west of the Monks Lane / Newtown Road / Newbury College Roundabout junction. The proposed access is shown in Appendix C of the TA. The proposed access will be 6 metres wide,

and will be provided with 2.4 x 43 metre sight lines that are compliant with standards set in the governments Manual for Streets. Footways will be provided along both sides of the access road, which will connect into the existing footways along Monks Lane. However cyclists will need to be considered and how cycle routes will connect onto the Monks Lane cycle route. This can easily be provided by drawings being submitted now or the issue being secured by condition.

#### Monks Lane Western Access

12. This is proposed as a normal roundabout junction with an inscribed circle diameter of 30 metres. This will provide an access approximately 300m to the west of the Eastern Access. The proposed access is shown in Appendix D of the TA. Again footways will be provided along both sides of the access road, which will connect into the existing footways along Monks Lane. However again cyclists will need to be considered and how cycle routes will connect onto the Monks Lane cycle route. Again, this can easily be provided by drawings being submitted now or the issue being secured by condition.
13. I am flexible regarding the type of junctions onto Monks Lane and which junction (if any) needs to be roundabout. I would still prefer a more balanced traffic flows between the two accesses, but I must say that the proposal as it stands is acceptable.
14. Regarding the smaller access to the west of the Monks Lane Western Access. This should be acceptable subject to the provision of 2.4 x 43.0 metre sight lines. From my observations this can easily be achieved, but they will need to be shown on a plan.

#### A339 Access

15. A new highway link between the A339 and the boundary of the Sandford Park site was granted planning permission in 2017 as part of the Highwood Primary School with planning application 17/00158/COMIND. A plan of the approved A339 access can be viewed in Appendix B of the TA. WBC has secured funding of £2.9 million from the Berkshire Local Enterprise Partnership (LEP) and the applicants propose a financial contribution of I understand £1.5 million towards the provision of this access and link road to Sandford Park. This financial contribution is still considered essential for the proposal to be acceptable.
16. The access consists of a traffic signal junction with dualling of the A339 southbound approaching the junction. A pedestrian and cycle crossing is included within the junction of the A339 southbound arm. The access includes a 6 metre wide road, widened to seven metres in some locations to accommodate school parking. An off carriageway footway / cycleway is proposed along the southern side of the access road.
17. This access will be designed and constructed by West Berkshire Council and should be in place by September 2021.

#### A343 Andover Road

18. This access is proposed by Donnington New Homes (DNH) within their planning application 18/00828/OUTMAJ. Further comments can be found within the response to that planning application. Following completion of 100 dwellings or development providing traffic levels equivalent to 100 dwellings within DPW, this access must be six metres wide with two metre wide footways on both sides. Initially the road will be along Warren Road to a width of 4.8 metres prior to widening to six metres as the development progresses. Conditions will need to be applied to ensure that the road linking the two sites is linked together at an appropriate stage. My understanding is that Bloor Homes

will build the route up to the DNH site boundary by month 60 that should be secured by condition. In turn DNH would be subject to similar conditions

Public Right of Way Footpath Greenham 9

19. There is Public Right of Way Footpath Greenham 9 that passes through the site From Warren Road to the A339 opposite St Gabriel's School that will be discussed later

**Traffic Generation**

20. Pages 28 to 30 of the TA consider the expected traffic flows for morning and afternoon peak hour travel periods. As agreed previously, to project traffic levels for development, the trip rates used by the Newbury Racecourse Eastern Area and the *West Berkshire Local Development Framework Phase 4 Transport Assessment (TA)* have been used. This earlier TA was produced by consultants WSP in Basingstoke to provide a generic assessment of the impact of the strategic housing sites of Newbury Racecourse and Sandford Park. Therefore with this planning application, the following trip rates per dwelling are provided:

Period	Arrive	Depart	Total
Weekday AM Peak (08.00 to 09.00)	0.06	0.45	0.51
Weekday PM Peak (17.00 to 18.00)	0.37	0.16	0.53

Expected traffic generation Sandford Park per dwelling house

21. This would produce the following traffic generation for the proposed of 1,000 houses:

Period	Arrive	Depart	Total
Weekday AM Peak (08.00 to 09.00)	60	450	510
Weekday PM Peak (17.00 to 18.00)	370	160	530

Expected total traffic generation from 1,000 houses at Sandford Park

22. For the 80 over 55's care home, the same trip rates have been used that were agreed with the nearby care home on land adjacent to Newbury RFC, Monks Lane with planning application 17/01446/COMIND. While the proposal does not consist of a care home, my understanding is that the over 55's will be residents with some need of care. I am therefore content the residents will generate similar enough levels of traffic to a care home

23. The proposed local centre comprising of flexible commercial floor space of A1 to A5 uses of up to 2,150 sqm, B1a up to 200 sqm and D1 use is considered unlikely to generate additional significant traffic as it will be used by the local population.

24. Regarding traffic for the two primary schools, the same approach is taken for the proposed primary school with 400 dwellings on land north of Vodafone with planning application 14/02480/OUTMAJ. Some 30% of any residential trips during the AM peak are already included in the above tables will be education related. It is also highly likely that with the schools in such close proximity, that many children will be taken to school by walking. It is considered that the proposed 2-form entry primary school will employ approximately 46 staff members. 67% of staff are likely to drive, equating to 31 vehicle trips. It is then acknowledged that only 25% of teachers will arrive and leave during peak travel periods, as they often arrive prior to 08:00 and leave prior to 17:00. This would result in 8 vehicle staff arrivals in the AM peak and 8 departures during the PM peak.

25. I agree with all of the above and concur that the overall traffic generation for the whole of Sandleford Park could be:

Period	Arrive	Depart	Total
Weekday AM Peak (08.00 to 09.00)	74	456	530
Weekday PM Peak (17.00 to 18.00)	374	176	550

Expected total traffic generation Sandleford Park North and Centre (Bloor Homes)

26. Planning application 18/00828/OUTMAJ has also been submitted by Donnington New Homes for the south western DPW part of Sandleford. The proposal is for up to 500 new homes, a 1 form entry primary school and a care home. This will increase the traffic generation to as shown below:

Period	Arrive	Depart	Total
Weekday AM Peak (08.00 to 09.00)	104	675	765
Weekday PM Peak (17.00 to 18.00)	559	256	815

Expected total traffic generation Sandleford Park - Whole

27. It needs to be stated that the above tables are only the traffic levels during the peak hours, it does not represent all the traffic that will travel to and from the site during the morning and return during the afternoon.

### Traffic Distribution

28. The traffic distribution was agreed previously. It is common practice to distribute traffic to and from any housing development using census Travel to Work data. This has been done along with the use of the West Berkshire Council SATURN software model to distribute traffic. The SATURN traffic model involved covers all of Newbury, Thatcham and beyond. While the software does model the impact on junctions, its primary purpose is to distribute traffic. For instance SATURN can take account of existing congestion on the network and re – assign traffic accordingly to account for traffic wishing to avoid congestion. In some instances traffic was therefore re – assigned towards the A34 especially when additional accesses were provided. This traffic distribution for all of the proposed accesses was agreed previously.
29. It was found that the traffic distribution is much dependent on the number and location of accesses and produces the following distribution agreed previously for each access scenario as follows:

Traffic distribution per access (%)			
	Monks Lane	A343 Warren Road	A339
AM	49	32	25
PM	44	29	27

Agreed Percentage of traffic using each access

### Traffic Modelling

30. West Berkshire Council has a traffic model covering much of Newbury using VISSIM software. The model is maintained and run for WBC by WSP in Basingstoke. The model was updated with traffic surveys taken at various times during 2017 at the following junctions:

Junction 1: A339 / A343 St Johns Road / Greenham Road Roundabout;  
 Junction 2: Greenham Road / Queen's Road / Retail Park;  
 Junction 3: A343 Andover Road / St Johns Road / Newtown Road / Derby Road Roundabout;  
 Junction 4: A339 / Pinchington Lane / Monks Lane Roundabout;  
 Junction 5: A339 / B4640 Roundabout;  
 Junction 6: Monks Lane / Newtown Road / Newbury College Roundabout;  
 Junction 7a: A343 Andover Road / Monks Lane mini roundabout;  
 Junction 7b: A343 Andover Road / Essex Street mini roundabout;  
 Junction 8: A343 Andover Road / A34 southbound slip road Roundabout;  
 Junction 9: A343 Andover Road /A34 northbound slip road Priority junction;

31. From around the time of the 2017 traffic surveys mentioned earlier for the VISSIM, the following committed developments are included:

Newbury Racecourse. Planning application 09/00971/OUTMAJ) – 486 completed April 2017. Remaining 1025 dwellings built by 2022  
 Newbury Racecourse. Planning Application 18/00587/NONMAT – relocation of bollards imminent  
 Land north of Newbury College, Monks Lane (Policy Ref: HSA 1 and NEW012); 15 dwellings by 2022  
 London Road Industrial Estate – redevelopment. None by 2022. Completion tbc  
 Sterling Industrial Estate. Planning application 15/00319/FULEXT – 167 dwellings by 2022  
 Greenham Road. Planning application 17/01096/OUTMAJ – 157 dwellings by 2022  
 Bath Road, Speen Planning applications 17/02092/OUTMAJ & 17/02093/OUTMAJ – 118 dwellings by tbc  
 Market Street, Planning application 16/00547/FULEXT – 232 dwellings, plus commercial by 2022  
 Land north of Vodafone. Planning application 14/02480/OUTMAJ – 400 dwellings, plus school by 2022  
 Land south of Newbury College - Planning application 17/03434/COMIND – Primary school by 2022  
 Land at Pyle Hill. Planning application 17/00223/FULEXT – 71 dwellings by 2022  
 Land at Coley Farm Planning application 16/01489/OUTMAJ – 75 dwellings by 2022  
 Land adjacent Newbury Rugby Club Planning application 17/01446/COMIND – 64 bed care home by 2022  
 Land at Manydown, Basingstoke. Planning application 18/00818/OUT 3,200 dwellings. Commencement possible 2019, completion 2029  
 Bayer Buildings, West Street – Re-occupation by 2022  
 Newbury College. Planning application 155227 – Extension of college

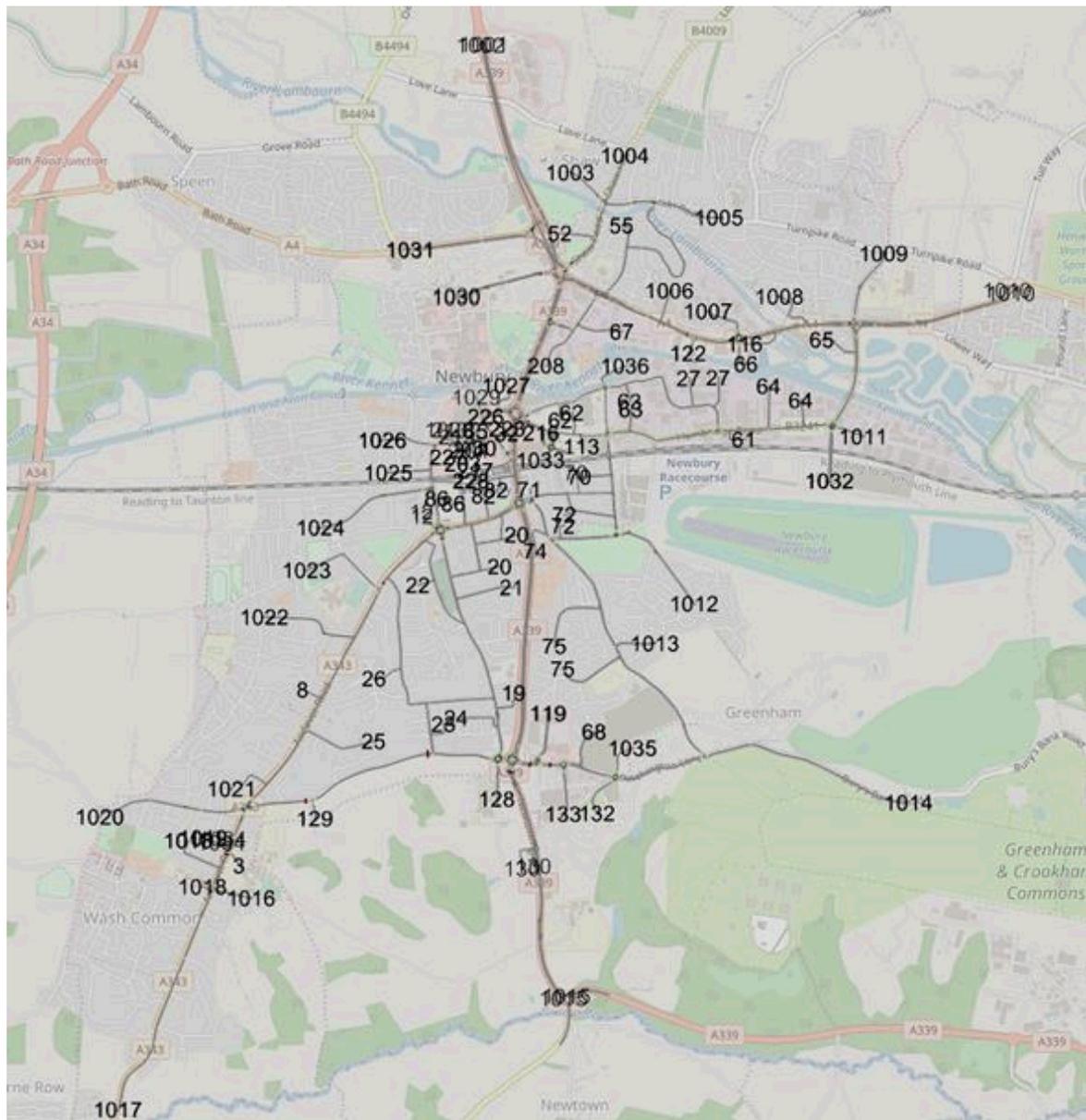
32. What isn't included is the recently approved University Centre at Newbury College with planning application 19/01269/FUL and the change of use of Homebase to a Lidl store at the Newbury Retail Park with planning 18/02478/COMIND. Currently I do not consider that these proposals will be enough to request a wholesale rerun of the traffic modelling, especially as the Manydown and north of Vodafone developments are proceeding slower than set out above. However if any more planning applications are proceeding slower than set out above. However if any more planning applications and submitted and approved then this will need to be considered further

33. In addition to the committed developments, as is standard procedure some background growth has also been applied, which is acceptable.

34. From page 33 of the TA mentions the following modelling scenarios 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.

35. The diagram below shows the extent of the VISSIM model:



### The background traffic modelling scenarios

36. **The 2031 Reference Case** model covers the highway network as projected in 2031. Traffic from all known committed developments in the Newbury area are included. Also included are all planned highway improvement schemes along the A339 and the A4 and the B3421 link road at Sterling Industrial Estate.

37. **Scenario A** includes the total development from both planning applications 20/01238/OUTMAJ and 18/00828/OUTMAJ. From the results, 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. 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.
38. During the PM peak as what 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.
39. The above impact would be sufficient to raise objection for scenario A without mitigation.
40. **Scenario C** includes the Bloor Homes part of Sandleford Park which is circa 1,000 dwellings accessed via Monks Lane and the A339. 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.
41. **Scenario D** includes the Donnington New Homes Bloor Homes part of Sandleford Park which is circa 500 dwellings accessed via Warren Road. Being an even smaller development during the AM peak, it still 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.

### **The aims of the Highway Authority in mitigation**

42. 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 Sandleford Park, it is likely that smarter ways of mitigation will need to be considered.
43. The highway authority is already implementing highway improvement schemes at the following junctions:
- A339 / B3421 Kings Road / Bear Lane completed during 2019

- A4 / Hambridge Road / Lower Way under completion 2020
- B3421 link road during 2020/21
- Boundary Road / Hambridge Road during 2020/21
- A4 / A339 / B4009 Robin Hood Gyratory during 2021/22

44. The above schemes have been designed to maximise as much as possible traffic capacity within all available public highway. There are no further options available. Should the development have a negative impact on these junctions, it will need to be assessed on that basis. Traffic signal junctions on the A339 from the A4 / A339 / B4009 Robin Hood Gyratory to the A339 / B3421 Kings Road / Bear Lane are run via SCOOT / MOVA software systems that allow the traffic signals to an extent to self - adjust to conditions. Some of the results for the above junctions will be of concern, however every few years the above software is revalidated and adjusted to improve the effectiveness of the software at the junctions.
45. 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 to be provided to encourage traffic from the south to direct towards the A34 via the B4640.
46. With Sandlesford 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 A34 and the A339 has in the view of the highway authority enabled this aim to be realised.
47. 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 increases in these locations.

### **Interpreting the Traffic Modelling Results**

48. Please find attached traffic modelling results provided that have been summarised from the more detailed results submitted on a number of occasions. The results are highlighted in colour on the attached spreadsheet as follows:
- Red – a significant increase in traffic queues, generally where traffic queues have increased by more than circa 100 metres (18 passenger car units). Would generally be sufficient to raise objection.
  - Amber – an increase in traffic queues. The extent is generally not, or not quite sufficient to raise objection
  - Green – a decrease in traffic queues, an improvement.
  - No colour – no comments
  - Yellow – for the 2031 reference case to enable comparison.
49. Traffic modelling has been submitted for the year 2031, the year when Sandlesford Park is expected to be completed. The figures are expected traffic queues measured in metres at all junction listed.

## Traffic Modelling Results

50. 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 doesn't 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 now 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 traffic signal 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. It is considered that the above issues can be resolved with this process.
51. The big 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. The question for the highway authority is which is worse? 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. Overall, whether this is acceptable will depend on the Air Quality reports for this junction that have been submitted. I am sure that colleagues in Public Protection will view the Air Quality Report and provide a response.
52. I am content with the traffic modelling results for the A343 Andover Road corridor and the Newtown Road / Bartholomew Street corridor.
53. From all of the above, it can now 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. For further detail on the progress and stages of the traffic modelling, please refer to accompanying response

## Proposed Mitigation

54. The recently completed improvements to the **A339 / B3421 Kings Road / Bear Lane Roundabout** include widening on approaches, removing a right turn into Bear Lane that will often block through traffic. Instead a turn right facility was provided at the A339 / Cheap Street junction that has become a new traffic signal junction. The Bear

Lane arm will therefore become entry only onto the roundabout. This proposal was completed during 2019.

55. Improvements to the **A4 / 339 / B4009 Robin Hood Gyrotory** include widening within the southern end of the gyrotory for southbound and westbound traffic that will also assist traffic leaving the B4009 arm. Some widening is also proposed at the northern end for A4 west bound traffic and underneath the overbridge. This proposal is currently scheduled for 2021/22, as much of this proposal is reliant on a financial contribution from the 400 dwellings given consent during 2017 on land north of Vodafone. The recently completed A339 / Fleming Way traffic signal junction has also assisted the Gyrotory by taking traffic off the gyrotory.
56. The first on what I would consider to be smarter mitigation is the proposal for the **A339 / B4640 Roundabout**. The improvement scheme proposed is shown within Appendix L of the TA. 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. The following measures are included:
- Signing and lining to encourage traffic to divert the A34
  - Visual Message Signing activated when there is congestion within Newbury
  - Singling of the northbound carriageway from the roundabout northwards from the roundabout to 100 metre south of the HWRC.
  - Potential reduction of speed to 40 mph north of the roundabout.
57. 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
58. This proposal will need to be designed in further detail, but I support it in principle. I would consider that the proposal would need to be implemented by the developer(s) very early should the development be approved.
59. I consider that the next smarter proposal would be the **proposed access onto the A339 to the north of the HWRC** itself. It will not only provide a south facing route for Sandford Park taking traffic away from the A339 to the north, but also provide future potential routes for Newbury College and the HWRC.
60. Improvements to the **A339 / Pinchington Lane / Monks Lane Roundabout** and the Monks Lane / Newtown Road / New College Roundabout are shown in Appendix J of the TA and include the total replacement of both roundabouts with interconnected traffic signal junctions. All approaches are widened, some of them significantly so. Pedestrian and cycle crossing are provided on all arms on the outside of the junctions with the existing Pinchington Lane crossing relocated. Also shown on the drawing 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.
61. This proposal will need to be designed in further detail, but I support it in principle. It will be funded by the developer(s) along with financial contributions obtained from the proposed Highwood Copse School, potentially from the 3,200 dwelling proposal at Manydown in Basingstoke and Community Infrastructure Levy (CIL) from other developments in Newbury. 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 above.

62. I consider that the proposed junction is so extensive that it will be possible to hold traffic back for an appropriate time from overwhelming the more congested junctions to the north. The above mentioned proposed access onto the A339 to the north of the HWRC could also be used in this regard.
63. It had previously been suggested that on the A339 between the A343 to Pinchington Lane speed reduction signage. However following advice from colleagues in Traffic Management and Road Safety this is now not required
64. Improvements to the **A339 / A343 St Johns Road / Greenham Road Roundabout** are shown in Appendix K of the TA. The improvements include widening to three lanes on the A339 southbound arm with some minor widening around the roundabout itself and the A343 St Johns Road arm and the Greenham Road arm.
65. Again I consider that this proposal will need to be designed in further detail. It will be funded by the developer(s) along with financial contributions obtained from the proposed Highwood Copse School, potentially from the 3,200 dwelling proposal at Manydown in Basingstoke and Community Infrastructure Levy (CIL) from other developments in Newbury. Again 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 above.
66. Improvements shown in appendix L of the TA are also proposed along the A343 Andover Road including at the **A343 Andover Road / Essex Street / Monks Lane mini roundabouts**. Some limited widening is proposed on the Monks Lane arm along with improved pedestrian and cycle crossing points. With previous planning applications for Sandleford Park proposals were submitted to replace the two mini roundabouts with one elongated roundabout. However we had concerns regarding the ability of some larger vehicles to manoeuvre around it in some instances. Considering the location of the junction and its proximity to nearby schools, we considered that improvements to pedestrian and cycle routes were more important here. The proposed access via Warren Road to the south could take traffic to and from the development away from the mini roundabouts. I support the proposed design, but it will need to be designed in detail. I consider that it will need to be implemented as highway works by the developer(s) early.
67. To increase capacity, with previous planning application there was a proposal to provide addition lanes within the **A343 Andover Road / St Johns Road/ Newtown Road / Derby Road Roundabout**. I would still like this proposal to be retained at this stage
68. 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

- f. Along the A343 Andover Road to nearby schools, retail and towards Newbury town centre
69. 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.
70. Route c will be provided with the new access onto the A339 that includes a pedestrian crossing over the A339 within the junction.
71. 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. I would expect this issue will be viewed further by at Public Rights of Way Officers.
72. 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. I do consider that footways need to be improved with dropped kerbs and tactile paving across junctions along the route
73. For route f, pedestrian and cycle improvements along the A343 Andover Road have previously been agreed including the provision of an off road cycle route along the eastern side of the Andover Road from Warren Road to Monks Lane that links into a proposed Zebra crossing on Monks Lane. Subject to being designed in detail ensuring adequate widths, I support these proposals. For the section of the Andover Road from Buckingham Road to Monks Lane, a wider shared route is only just possible along the western side of the Andover Road. I consider that improvements to footways along this route may be more important as they are heavily used by school children and the footway is narrow in places particularly near Tydehams.
74. 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 acceptable, as it reduces viability of the service. I would consider that by the time DPC commences the link through to Warren Road would be available and should be used to increase the chances that the service would be viable.
75. A **Travel Plan (TP)** is mentioned on page 44 of the TA, will be submitted in due course, and will be viewed by colleagues in Transport Policy.
76. In conclusion the mitigation is proposed in the following table. All items in red should be implemented by Bloor Homes, with all items in blue being implemented by Donnington New Homes. In addition, all items in green should be implemented by whichever developer proceeds, should the other not proceed. I am assuming that should both developments proceed any financial contributions would be funded proportionately.

Scheme	Drawing Number	Procured by:	Date
A339/B4640 Swan Roundabout improvements with VMS and A339 PROW Greenham 9 crossing	81311-041-108 (West Berks drawing)	S 278 highway works	Occupation 100 dwellings Bloor Homes
Rupert Road, Chandos Road and Wendan Road pedestrian improvement's	Drawing to be provided	S278 highway works	Occupation 100 dwellings Bloor Homes
A343 Andover Road – Warren Road to Monks Lane Cycle Route	172985_A_05.2 (Vectos drawing)	S278 highway works	Occupation 100 dwellings Donnington New Homes
A343 Andover Road – Monks Lane to Buckingham Road pedestrian / cycle improvements	18/00828/S278/PHI/OP 1/P3 (West Berks drawing)	S278 highway works	Occupation 100 dwellings Donnington New Homes
A343 Andover Road/Monks Lane Junction	81311-59-001 (West Berks drawing)	S278 highway works	Occupation 100 dwellings Donnington New Homes
Monks Lane Eastern Site Access	172985_A_07.1 (Vectos drawing)	S278 highway works	Upon commencement
Monks Lane Western Site Access	172985_A_08 (Vectos drawing)	S278 highway works	Upon commencement
A339 access	4768-SK-100 (WSP drawing)	S106 £1,500,000	Upon commencement
A343 access – 4.8 metres wide with 1.5 metre wide footway one side  A343 access – 6.0 metres wide with 2.0 metre wide footway both sides	A090455-SK23 (WYG drawing)  Refer to planning application 19/02707/FUL	S278 highway works	Occupation 1 dwelling Donnington New Homes Occupation 100 dwellings Donnington New Homes
Kendrick Road emergency access	A090455-SK24 (WYG drawing)	S278 highway works	Refer to Donnington New Homes phasing
Provision of bus services into development from Monks Lane to Andover Road		S106	Occupation 100 dwellings Bloor Homes in DPC
Travel Plan measures		S106	tba
Newtown Road / Pound Street and Bartholomew Street / Market Street traffic signals upgrade		S106 cost of £143,000 per junction	Occupation 100 dwellings any part of development
A339/A343 St Johns Road Roundabout	172985/A/12	S106 cost £1,532,703	Occupation 500 dwellings any part of development
A339/Pinchington Lane/Monks Lane/Newtown Road	172985_A_01 Rev C	S106 cost £10,054,835	Occupation 400 dwellings Bloor Homes

Proposed mitigation summary

77. The costs quoted in the above table should be seen as provisional estimates based on current prices and information currently available. Some of these costings and works have yet to be agreed with the developers including the works along the

Andover Road, the A339 junction improvements and the traffic signal improvements along Bartholomew Street. Unless the above is all agreed with the developer(s) then the proposal would need to be recommended for refusal.

## **Summary**

78. I am generally content that the layout mostly complies with guidance set in the governments Manual for Streets and principles contained within the Sandford Park Supplementary Planning Document. It would also seem that all parking and cycle standards will be complied with. I am satisfied for all access arrangements into the site, but maintain that all four accesses will ultimately need to be provided. I continue to have concerns regarding the proposed valley crossing and potential for emergency access into the southern DPC part of the Bloor Homes site. The proposals for emergency access as they currently stand are not acceptable
79. Traffic generation and traffic distribution has long been agreed. The proposal has been modelled using the Councils VISSIM model that covers all of Newbury. All traffic modelling has been completed satisfactorily. Overall a significant package of highway improvements are being proposed in line with the aims of the highway authority. The biggest challenge was always the A339 / A343 St Johns Roundabout / Greenham Road Roundabout. By 2031 with the mitigation, while there is expected to be an increase in the A339 northbound queue here, there will a significant decrease in the A339 southbound traffic queue that would tail some 2.2 km to Vodafone. However the complete mitigation package will need to be agreed by the developer(s) until the highway authority can support the proposal. To date the costings and all of the works have yet to be agreed with the developers.
80. I therefore must conclude that the proposal as it currently stands must be recommended for refusal due to inadequate emergency access into DPC and the mitigation package that has yet to be agreed between the highway authority and the developers

**Paul Goddard**  
**Highways Development Control Team Leader**