

GPC-NTC Tony Vickers Proof of Evidence Appendices

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AUTHOR'S RELEVANT EXPERIENCE

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

Appendix 1 of Dr Tony Vickers' Proof of Evidence

Author's full title: Councillor Dr Tony Vickers, Lt Col RE (Retired), BSc MscIS PhD

Relevant qualifications: (in chronological order)

BSc (Hons. II.I) in Construction Technology & Management (Brighton College of Technology 1965-9)

MIOB (Member of Institute of Building) 1970

ARICS (Geomatics Branch) 1988

MBIM (Member British Institute of Management) 1990

MSc in Information Science (Hong Kong Polytechnic University) 1995

PhD in Land Value Mapping (Kingston University) 2009

Relevant Professional Experience:

1969-72 Senior Builder / Site Engineer on major New Town housing estates: responsible for planning and coordinating all roads, underground services, foundations and external works for Geo. Wimpey & Co. (Merseyside region)

1972-75 Senior Planner for English & Continental Homes / Pridestoke Construction Ltd (Bristol): responsible for pre-contract site analysis, planning and monitoring of speculative housing developments for regional developer / contractor

1976-1995 Commissioned Royal Engineers Officer, with relevant experience as follows:

- 1981-83: Ordnance Survey Development Branch, Southampton: research into potential uses of OS large-scale data;
- 1991-94: British Forces Headquarters Hong Kong: operational planning for possible civil emergency and evacuation of BFHK, through investigation of uses of geodata by Hong Kong Government; Asia/Pacific Region representative of MOD Map Library and UK Military Survey Branch.

1995-2006 Proprietor Modern Maps, undertaking independent research into geographic data collection, uses and management with particular relevance to planning, property taxation and land use.

- 1996: Member of GLIM (Geographic & Land Information Management) panel of RICS, which undertook a study into the future of Ordnance Survey, also into prospects for a National Land Information System (NLIS)
- 1998-2002: Chief Executive (p/t) Henry George Foundation (educational & research charity focusing on land economics)
- 1999-2003: David C Lincoln Foundation Fellow of the Lincoln Institute of Land Policy (Cambridge MA, USA) studies of options for land taxation in Britain and land value impact of Jubilee Line Extension
- 2003-2016: visiting lecturer Kingston University School of Surveyng & Planning: lecturing to post-graduate planners and real estate professionals on Green Economics
- 2004-2008: Director (non-Executive), Association for Geographic Information
- 2007-2012: associate of C-SCAIPe (Centre for Sustainable Communities Achieved through Integrated Professional Development) at Kingston University: member of several

AUTHOR'S RELEVANT EXPERIENCE

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

research teams working for Government on studies relating to planning policy (brownfield land data; back garden development; land auctions).

Other Local Relevant Experience

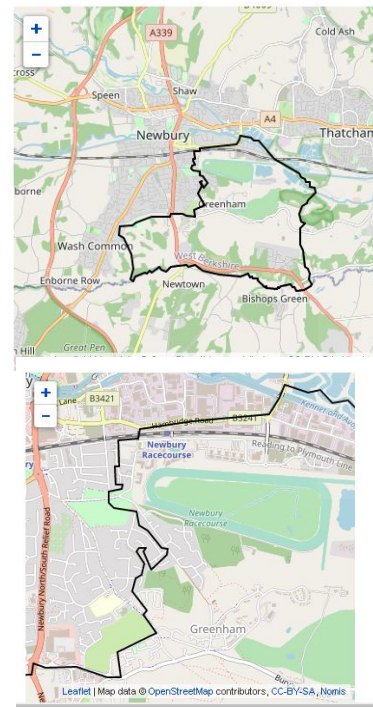
- 2002-2019 Co-founder and Highways Officer West Berkshire SPOKES (cycling campaign group)
- 2003–2015 and 2019-date Member: West Berkshire Council
- 2003-2005: Chairman, Newbury Area Planning Committee
- 2005-2011 & 2019-date: Member, Western Area Planning Committee (Vice Chair 2019-date)
- 2005: helped establish West Berkshire Cycle Forum convened by WBC
- 2006-2015 and 2017-date Member Mid & West Berkshire Local Access Forum (Vice Chair 2012-2015)
- 2011-13 Opposition Housing Spokesperson (Chair: Affordable Housing Task Group)
- 2010-2013 Opposition Planning Spokesperson – leading on Local Plan
- 2016: coordinated Cycle Audit for WBC / SPOKES (Newbury & Thatcham area)
- 2019-date Opposition Spokesperson on Planning, Housing, Transport & Countryside and Member for Newbury Wash Common Ward (on both WBC & NTC)
- 2018-date: member of Greenham Parish Council, since 2019 representing Sandlesford Ward.

PEAK TRAVEL MODE SPLIT ASSUMPTIONS

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

Appendix 2 of Dr Tony Vickers' Proof of Evidence

1. In her memo of 16th Sept on the 2020 Bloor proposals (para. 6.a), Jenny Graham of WBC Transport Policy pointed out that her remarks on the previous 2018 application's TA (CD1.5) regarding the SOA chosen for then existing mode share for travel to work, in a memo dated 13th June 2018, had not been answered. There is still no answer on file to her point that she was "not convinced" that SOA E10106293 was "the most appropriate". She requested that areas closer to the SSSA to the north and west (parts of then Falkland & St Johns Ward) be used.
2. Since this data is a key input to the traffic modelling, if it is not an appropriate area to base that modelling on then the modelling outputs will be unreliable. If the modelling is unreliable, then predictions in the TA of the Active Travel (cycling and walking) mode share, both pre-development and for target setting and monitoring in any Travel Plan, will also be unreliable.
3. We therefore regard this as a serious flaw in the entire TA and reason to reject the Appellant's predictions of traffic congestion in the local highway network.
4. Although the LPA is now accepting the prediction of the Appellant, based on this modelling, that there will be no "serious congestion" caused by development of the SSSA – or even by the Appeal site alone without benefit of vehicular access off A343 – we cannot accept that sufficient evidence has been provided to support this assumption. This is particularly because the overwhelming part of the chosen SOA which is within the Newbury Settlement Area (as it was when the 2011 census was taken) is in the Kennet Valley, some 2km ENE of the Appeal site, which at the time was totally rural. See Figure 1.
5. The part of Appeal site within the settlement area is mainly further from transport nodes, closer to major highways (A34 / A339) and significantly more elevated (by up to 40m). All these factors make it more likely that residents will choose to use the private car for commuting. Therefore, the most appropriate area from the 2011 census would be that including Wash Common and the southern part of the then St Johns Ward.
6. In their response to the 2018 Bloor application, SPOKES (endorsed by NTC on 15th May 2018) also commented that the SOA used in the TA was not appropriate. SPOKES re-submitted their 2018 letters again in response the 2020 proposals of Bloor, which were based on the same TA / SOA input data.
7. Since the 2021 census data has now been collected and travel-to-work habits are very likely to have changed considerably, irrespective of any "COVID-19 effects", also are unlikely to return to the 2011 mode split, we believe strongly that the traffic modelling is



SOA E10106293
Figure 1
Enlargement of urban part

PEAK TRAVEL MODE SPLIT ASSUMPTIONS

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

no longer fit for purpose. The Appeal should therefore be dismissed on these grounds alone and any future proposals for the SSSA must be based on 2021 census data and use a more appropriate part of South Newbury settlement area as a basis.

MONKS LANE CYCLE LANE DIVERSION

Proposals by Newbury Town Council & Greenham Parish Council

Appendix 3 of Dr Tony Vickers' Proof of Evidence

1. The existing cycle/footway all along the south side of Monks Lane, a perfectly level, coherent, safe cycle route for Park House pupils living in Greenham, will be partially within the Appeal site boundary (shown by a solid red line) where the main spine road joins Monks Lane. This junction is proposed to be a 'normal roundabout', contrary to latest Government guidance on cycle infrastructure design (LTN 1/20). Bloor also propose to create **two more** road junctions that will interrupt the cycleway. In total, this will destroy 250m (approx. a quarter) of the route.
2. The plan below is an extract from the West Berkshire Council (WBC) online map, overlain with selected details from the road and cycle/footpath links.

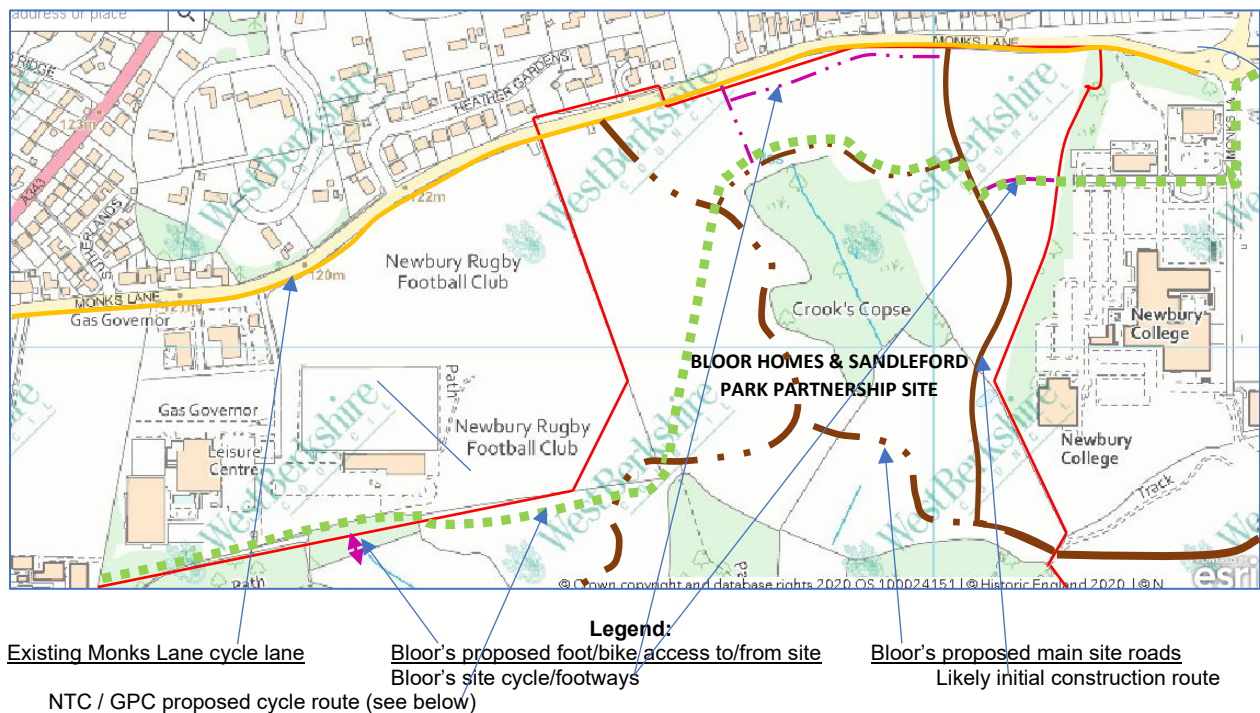


Figure 1 – overview of Monks Lane cycle route (existing & proposed)

3. The local campaign group SPOKES has been telling the LPA since 2015 that roundabouts should not be used where there is busy traffic and a cycle path. The Rule 6 Parties (NTC / GPC) have always agreed. SPOKES' advice was repeated when the Bloor Homes' latest proposals were submitted last year. The LPA has never responded and now it appears in their Statement of Common Ground with the Appellant. We strongly oppose that.
4. The best – possibly only – alternative cycle route suitable for pupils from Greenham has to cross land not under the control of the Appellants or the Council. Nearly 300

MONKS LANE CYCLE LANE DIVERSION

Proposals by Newbury Town Council & Greenham Parish Council

pupils currently on the roll of Park House School live in Greenham postcodes east of the A339, all of which (up to the canal) are in its catchment area.

5. The **planning** system (and this Appeal) can only deal with what is wholly under the control of the developer and the LPA. However the Council is aware of the situation and has been asked to facilitate a solution by negotiation with third party landowners. Meanwhile the Rule 6 Parties agree that matters which do fall within the remit of the LPA and this Appeal – the treatment of Monks Lane junctions and phasing of construction – need to be addressed.
6. It is important to have the **phasing** of roadworks in particular - and occupation of new dwellings on the site - agreed at this outline planning stage. Although the main spine road junction is the western one, it is likely that the eastern one will be built first. It will need to link with the new road, to be called Highwood Copse Way, that WBC has built specifically to enable access off A339 to Sandeford. Initially this road will only serve the new primary school, which until then will be temporarily served through Newbury College (its academy sponsor) from the north. It is shown as a solid brown line.
7. Figure 1 shows, as a green dotted line, a suggested route from the College roundabout into College owned land, via the north side of the car park to where the Land Use & Access Plan (Figure 4 below) already shows a pedestrian / cycle access. We want this access to be made first of all, so that as soon as the new Monks Lane to A339 construction (and school access) eastern road is built and before the main spine road connects to Monks Lane there is a safe alternative route avoiding Monks Lane for Park House pupils.
8. Until Monks Lane has been handed back to the Council with all junction improvements completed (including any at the junction with Andover Road), we ask that if the Inspector recommends the Bloor Homes appeal be upheld then she will include a Condition to require that this temporary cycle route through their site be kept open at start and finish of the school day during term-times. That might mean, for safety reasons, that there is no construction (other than the road shown as solid brown line) south of the green dotted line.
9. Recent experience on two large housing sites at the edge of towns in West Berkshire¹ shows that almost the first thing done by the developer was to temporarily close a well used public right of way for a long period, without having a convenient diversion in place. This must not be allowed to happen here, especially because it would have a significant effect on peak time 'utility' journeys by bike and cause an increase in car journeys on Monks Lane.
10. There is a pedestrian / cycle access point shown, for Bloor to eventually build, south of the Rugby Club clubhouse. This is at the foot of a 4m steep earthbank

¹ Lancaster Park, Hungerford; and North Newbury

MONKS LANE CYCLE LANE DIVERSION

Proposals by Newbury Town Council & Greenham Parish Council

covered in scrub and is not suitable for cyclists or disabled access. We suggest that, as shown by the green dotted line, this access point (for cyclists, if not for pedestrians) is moved east by about 60m to where there is no difference in level across the boundary of the site. The cycle path would then run on almost level ground along the fence inside the rugby club and on past David Lloyd leisure centre to enter the school grounds at the corner of their sports pitch (see page 3). There is already a path leading away from the school buildings to a short flight of steps and a gate (locked), so this route most likely already had been planned – and possibly implemented - before David Lloyd Leisure was granted planning consent in 2014.

11. From the spine road west, this cycle path would also remain as a permanent link through to the Falkland Surgery and on to Monks Lane and the shops at Monument Place. The Bloor development would need to be planned around this path.
12. **There must be a route to school no worse than now for Park House pupils from Greenham throughout any Sandford Park development. This could be a Condition of outline planning consent (see Appendix 6).**

MONKS LANE CYCLE LANE DIVERSION

Proposals by Newbury Town Council & Greenham Parish Council

Notes on Appendix 3



Figure 2 – Aerial View of area in Figure 1

The photograph was taken before the construction of Highwood Copse Road and School, south of Newbury College, on the right. It was also taken before the SE corner of Rugby Club land was fenced off from the pitches upon transfer to the Appellants' ownership to allow the northern part of the site to connect through to the remainder.

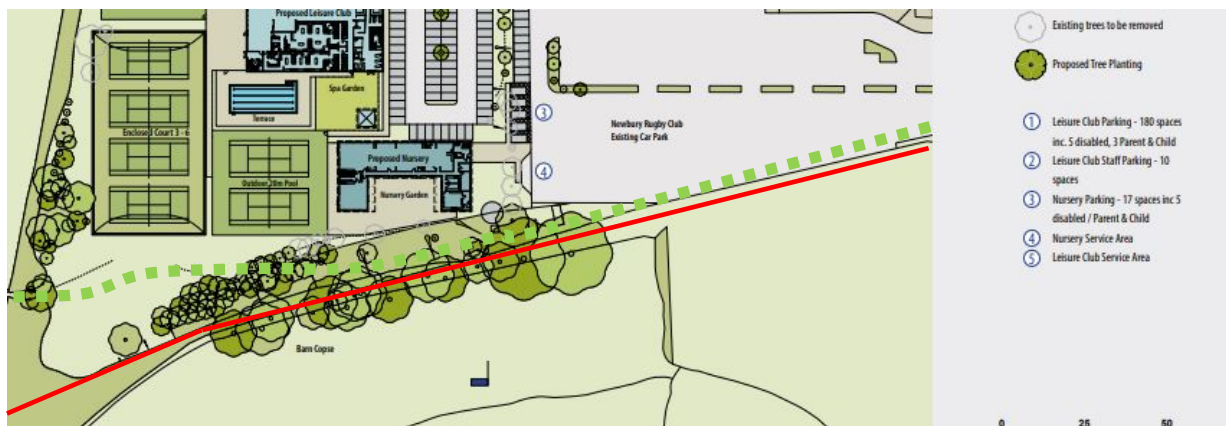


Figure 3 – Enlarged plan of Leisure Centre part of alternative route

This is an extract from the Design & Access Statement for what is now the David Lloyd Leisure Centre, granted consent in 2014 and now largely built. The 'proposed nursery' in its south east corner is not built.

The proposed alternative cycle route (green dotted line) remains within Leisure Centre and Rugby Club land, following the boundary with Bloor Homes site (red line) and with Park House School to the left, where there is already a (locked) gate, steps and a path leading from it into the school.

MONKS LANE CYCLE LANE DIVERSION

Proposals by Newbury Town Council & Greenham Parish Council



Figure 4 – Extract from Land Use & Access Plan

This is from the Appellants' 2020 outline planning application, which states ...

“Matters to be determined: Access” (i.e. for all – throughout the build period)

Note: the blue line here is the existing public footpath linking Newtown Road / A339 (opposite St Gabriels School) and Andover Road / A343 (opposite St Georges Church) via Warren Road. Outside the red line (boundary of Bloor Homes / Sandleford Partnership site), there is no access other than for pedestrians and **neither** of the Sandleford developers have access to that part within hedges east of where Warren Road tarmac runs out (other than Donnington New Homes (DNH), for their current operational use only). This is not suitable or legal for cycling.

The grey area '2' is for an extension to Park House School. Note that the only accesses into it from the site are from the public footpath or the central development parcel, to which access can only be made through the Appeal site when the bridge over the central valley has been built. Hence the need to retain the route through Rugby Club / David Lloyd.

The main spine road through Bloor Homes' development site (shown in grey dotted lines) is not currently required to link to the DNH site for 60 months (5 years) after start of works on site. So there is no route for pedestrians and cyclists through the site to any of the Andover Road South / Wash Common facilities until then, assuming DNH will not have linked by road or path to this point by that time. Hence we propose that Newbury College is encouraged to act as 'local centre' to the Sandleford residents until both developers have linked up the spine road and completed a local centre on site.

CRITIQUE OF SITE ACCESS AND JUNCTION MITIGATION PROPOSALS

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

Appendix 4 of Dr Tony Vickers' Proof of Evidence

1. This appendix deals with all proposals for existing road junction mitigation proposals and other access points shown on the Appellant's Land Use and Access Plan (CD1.18). In general, their location and design appears to be dictated almost entirely from the perspective of motorised vehicles and their traffic flow and not for cyclists and pedestrians. This is not in accord with NPPF 108.b, or with CS13 - in particular para 5.85 - of the Local Plan, which refers to the LTP.
2. The Foundation for Integrated Transport (2018) recently looked at 20 large new housing estates in England and compared them to a sample in other similarly high-density European countries. According to their report, we have been creating homes that are more car dependent than ever, despite the policies for "sustainable transport" promoted in the NPPF. This is especially the case in new "fringe of town" estates – such as the SSSA.
3. In the light of this report's findings and guided by latest Government policy for England – adopted five years later than in Wales and London – for cycling and walking infrastructure and planning (LCWIP Figure 2.1), we have looked at all the junctions proposed for the Appeal site and the mitigation works to nearby existing junctions. We have also looked at the access points that are proposed specifically for pedestrians and cyclists.
4. We are also aware of the move among planners who have concerns about car dependency to adopt the principle of the "20-minute neighbourhood" (Town and Country Planning Association 2021), in which the aim is to enable residents to reach all essential facilities within twenty minutes by active travel means. Unless those facilities are all provided as part of a comprehensive 'new town / village', this requires there to be connections to nearby existing facilities in place early in any major new housing development programme – if not before occupation of the first new dwellings.
5. The situation in Monks Lane has been largely covered in Appendix 3, because it involves maintaining an important active travel route between an **existing** secondary school (and Newbury College) and their catchment areas' **existing** homes, along the SSSA boundary, which will inevitably be disrupted severely during construction of this development and permanently harmed by an additional three road junctions. Whilst we have dealt there with the issue of diverting the cycle route, we have not commented in detail on what LTN 1/20 says about junction design.
6. This appendix will proceed to give detailed analysis, from a cycling and walking perspective and citing LTN 1/20 and West Berkshire Council's own LCWIP, of all access points and nearby junctions in a clockwise direction, starting with the main north spine road access onto Monks Lane.

Roundabouts and Cyclists

7. Since the 2018 SSSA twin applications and the VISSIM modelling which was carried out in 2019 for them, Government and Council policy towards active travel and its priority relative to car-based travel has changed significantly. On 1st May 2021 West Berkshire Council is due to formally adopt a Local Cycling and Walking Infrastructure Plan (LCWIP) for Newbury & Thatcham areas, following on from the adoption of a LCWIP for the Eastern

CRITIQUE OF SITE ACCESS AND JUNCTION MITIGATION PROPOSALS

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Urban Area in 2020, that having been produced in conjunction with Reading and Wokingham Borough Councils.

8. The new draft WBC LCWIP, currently being consulted on, refers to and aligns with DfT LTN 1/20 “Cycle Infrastructure Design” and several other changes in national policy (nation-wide for England) towards cycling, in particular since Local Plan policy CS3 became local policy in 2012 (LCWIP 2.1.3). We regard the measures contained within the LCWIP as having full weight in planning terms (assuming it is adopted before the SoS’s decision on this Appeal) and it is quite clear that developers are expected to comply with LTN 1/20 and that no government funding will be provided to councils for highway infrastructure work that also does not fully comply.
9. Spokes has ever since 2015 looked at best practice in other parts of the UK, notably Wales and London, which avoids the use of roundabouts in junction design where traffic levels and speeds are high. Its comments in 2015, with reference to what it called “Main Spine Road North” junction with Monks Lane as “inimical to cyclists” are now firmly endorsed by LTN 1/20.
10. Both our councils supported Spokes in our response to the proposals now being appealed. Therefore, we cannot agree with either the LPA or the Appellant, whose Statement of Common Ground (CD9.1) finds that the design of this junction as a “normal roundabout” is acceptable. It must be amended to provide separation in time and/or space for all forms of active travel – especially cyclists – using Monks Lane now and/or requiring access to this site in future.
11. These are some specific quotes from LTN 1/20 and their implications for the Appeal site:-
 - a. “A busy high-speed roundabout without facilities [for cyclists] will mean that an otherwise serviceable route becomes unusable for most potential users” (4.2.4). So here we would be making the existing ‘serviceable’ shared-use cycle/footway on Monks Lane’s south side ‘unusable for most potential users’, thereby causing a reduction in the propensity to cycle to school for Park House School pupils living in Greenham more than two miles from school. More pupils are thus likely to be driven along Monks Lane to school and add to traffic congestion from non-Sandleford residents at peak times¹.
 - b. “Junctions and crossings are where most conflicts occur and are often the most hazardous and intimidating parts of a [cycle] journey” (10.3.1). On Monks Lane, this development creates three new road junctions. Surely one new but safe junction for motor vehicles should be sufficient, or two at most? Even for motorists, especially those performing a right turn across busy and uncontrolled traffic, the location and design of the Monks Lane junctions is neither conducive to increasing active travel choices nor to improving road safety generally.
 - c. “Core Design Principle: Safety. Junctions should be designed to remove or manage conflicts between cyclists, motor traffic and pedestrians by ... separating [them] in space and/or time”. (Table 10-1)

¹ The Principal of Park House School has provided information that nearly 300 (a third) of his current students live in postcodes that lie east of A339.

CRITIQUE OF SITE ACCESS AND JUNCTION MITIGATION PROPOSALS

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- d. "Roundabouts account for around 20% of all reported cyclists killed or seriously injured and roundabouts designed to standard UK geometry can be hazardous for cyclists". (10.7.1)
- e. On roundabouts "cyclists are all at risk of not being noticed by drivers" (10.7.2). When combined with the difference in relative speeds and vulnerability – even in a 30mph zone – this is what makes for actual or perceived hazards and deters cyclists using routes involving 'normal' roundabouts such as that on drawing no. 172985/A/08 for the Western Junction. "Normal roundabouts with flared geometry and no additional cycle facilities are unsuitable for most people wishing to cycle and can pose a high risk even for experienced cyclists. New roundabouts on all-purpose roads should be provided with cycle facilities as recommended in this guidance, unless there are clearly defined and suitable alternative routes". (10.7.3). The last point – suitable alternative routes – has been covered in Appendix 3.
- f. The need for additional Monks Lane junctions is questioned above (12.2). Another Core Design Principle for cycle infrastructure design is Directness. The LTN states: "To make cycling an attractive alternative to driving short distances, cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles" (4.2.8). Therefore, whilst another junction west of the main one, as in the latest Bloor proposals, would be ideal if it was only for non-motorised traffic, its addition for the benefit of a handful of households simply destroys another 10m of hedgerow and creates a new hazard for users of the existing cycle/footway.
- g. We feel sure that the minor convenience for those few residents in the immediate vicinity is unjustified in planning terms and the traffic from these homes should be using the main accesses. However, if it is decided for other reasons to retain this minor westernmost junction, then it should be one that gives clear priority to cyclists using the existing Monks Lane cycleway, for example by having no change in level for them. The LTN 1/20 Appendix A "Cycling Level of Service Tool" asks for cyclists to have "no interruption to their journey" and "a continuous route, including through junctions" (also see LWCIP 7.3.3).
- h. We accept the need for a second junction on Monks Lane, not just because it formed part of the original CS3 proposals but because it provides better traffic flow within the site and better resilience in the event of roadworks and other incidents. However, we feel that it needs to be provided as early as possible in any development of the SSSA to act as access to Highwood Copse School. The design of the A339 junction that leads towards the SSSA deliberately prevents a southbound right turn, because it was envisaged that school traffic would use Monks Lane to enter and A339 to leave. The eastern Monks Lane junction is obviously best for this for most traffic generated by the school, which opens for reception class this September. We also cover this point in Appendix 3.
- i. We do not want either of the Monks Lane accesses to be used for construction traffic longer than necessary, to minimise HGVs conflicting with active travel on Monks Lane cycle/footway and with access to Newbury College. We would like the

CRITIQUE OF SITE ACCESS AND JUNCTION MITIGATION PROPOSALS

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A339 access to be the main construction access for the whole of the build phase, starting as soon as possible after commencement of works. This offers best access to A34, M4 and the wider network in all directions and will minimise construction traffic using the A339 through Newbury. Unlike the Monks Lane accesses, it does not cross an important active travel route.

- j. Also as soon as possible and certainly before site completion we wish to see active travel modes given priority by design at the eastern Monks Lane junction (see 'g' above). A number of possible designs are set out in LTN 1/20. This again is in order to maximise choice of active travel methods and overall public safety.
12. The purpose of this section is to convince the LPA and Appellants to agree on changing the location and design of all Monks Lane junctions, in particular the main access roundabout. 10.7.5 of the LTN states what alternative safe designs should be like. We do not have a preference however we note that a different design for this junction would, if it used signalised controls on traffic, help drivers at any other Monks Lane junctions undertake right turns with a better chance of using gaps in fast moving traffic. We accept that this could impact on the manner in which Monks Lane traffic arrives at the junctions at either end, but this too might benefit the local network.
13. Whether or not two Monks Lane access points could, as the Appellants still assert, be sufficient to cope with all vehicular access generated by their development, it is inarguable that without a fourth junction direct onto A343 there will be more traffic needing to use the other three available junctions than if the fourth access point was available. Therefore, the situation presented by this Appeal makes matters worse on Monks Lane than it otherwise would be for all users of Monks Lane in all modes of travel. This one factor alone – a “high risk” design of this junction - is also made worse by the total amount of vehicular traffic having one fewer access points.
14. One of several unexplained inconsistencies between the Combined (2018) Land Use & Access Plan (CD1.27) and the current (2000) one from the Appellant (CD1.18) is the additional projection of the red line to include the whole width of Monks Lane opposite the proposed eastern junction. We would like to understand the significance of this.

A339 / Pinchington Lane / Newtown Road / College Access

15. We believe it is very important that the existing light-controlled crossing 60m south of the A339 roundabout is retained until new staggered light-controlled crossings have been installed at the south side of the proposed new signalised double crossroads. We have discussed this with the College Principal, and he supports the use of the existing path linking the College access road with the existing light-controlled crossing during construction of the new crossroads, as a temporary route for public use by all pedestrians and cyclists avoiding the works there. See figure 1².



² The A339 is behind the viewer in Fig. 1. A new path already has approval to go north (right in picture) of The Two Watermills pub.

CRITIQUE OF SITE ACCESS AND JUNCTION MITIGATION PROPOSALS

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16. This arrangement would probably need to be formalised with the College authorities as part of any Legal Agreement between them, the developer and the LPA.
17. The replacement signalised crossings on all sides of this new double crossroads must be designed in accordance with LTN 1/20. Because of the proximity of the retail park and hypermarket and the likelihood that many (if not most) households living on the SSSA will do their main shopping here, the crossings should cater for cargo / trailer bikes throughout. The TA (CD1.5) states at 8.13 that the crossings of A339 will be “dedicated signalised pedestrian crossings” with no mention of facilities for cyclists. We wish to insist that cycling facilities are provided also, in full accord with LTN 1/20 – and on all four arms, including the northern (Sandleford Rise) arm. 8.13 only lists the other three, although the relevant plan seems to show four.

Highwood Copse Way / HWRC Access

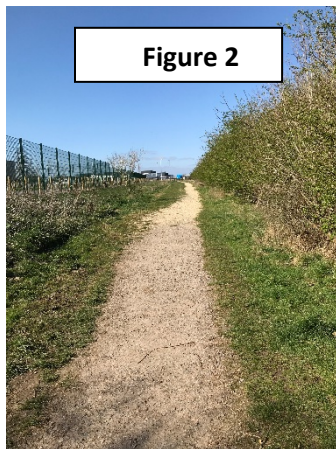
18. Although the construction of the new road is not part of the Appeal proposals, it connects to the Appeal site and is not only one of the main vehicular access routes but also leads to nearby facilities for residents of the SSSA – some of which pass through the SSSA if active travel modes are being used. The 2020 Land Use & Access Plan (CD1.27) is inconsistent in several respects as regards access on foot to these facilities with what is shown on the 2018 Combined Land Use & Access Plan (CD1.18). No explanation has been given for this.
19. The 2018 proposals included the note “TRACK TO CONNECT TO HIGHWOOD COPSE ACCESS ROAD” south of the road where an existing track runs south all the way to the River Enborne, through the proposed country park. The 2020 version omits the track³, the note and the corresponding item in the legend. We hope this is a mistake, because this track does still exist on the ground (see Figures 2 – 4)⁴ and would provide a useful part of the route to school, avoiding a busy main road, for pupils of St Gabriels living in the SSSA and beyond, as well as for recreational walkers wishing to use the country park.

³ However it is still shown on CD 1.21

⁴ Figs. 2-4 photos were taken from almost the same spot at the SE corner of Highwood Copse School land, on the existing N-S track within the SSSA. The track appears to be providing the ‘health walk’ route towards the pond south of the school. Fig. 2 (looking north) shows it seems to have been surfaced for walkers. Fig. 3 shows it branching towards the pond (note litter bin), with the grassy track continuing south. Fig. 4 is just 20m south, where it becomes / merges into a well used vehicular track. See map extract Figure 5.

CRITIQUE OF SITE ACCESS AND JUNCTION MITIGATION PROPOSALS

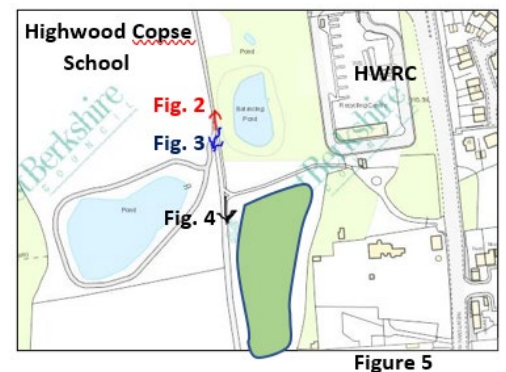
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20. This area is near where the SSSA has direct access off A339 (see Figure 5). From CP 1.18, it appears that this is now intended solely for the use of country park maintenance, indeed this is backed up by the evidence of recent use by farm vehicles (Figure 4).

21. A little further east of the track, again on the 2018 combined plan but in this case still shown on the 2020 plan, there is a track or road shown linking Highwood Copse Way with the HWRC. It is hoped that this is intended to enable SSSA residents to access the recycling facilities there without having to negotiate the main vehicular entrance, let alone having to drive an extra 2km to the Swan roundabout and back when the HWRC is less than one km from their homes. We would like an explanation how this access is to be used and, if possible, ask that it be made an explicit Condition of planning consent to allow the land here, which is under the control of the Appellants, to be used to re-design the main HWRC access arrangements so that there is only one junction off A339 for both the SSSA and the HWRC.

22. In discussions with Bloor Homes in June 2018, some members of GPC obtained agreement in principle that land to the west of the HWRC, near where it was then already designated to provide a base for the country park management team, for allotments. This was mentioned in GPC's response to the 2018 proposals. In the light of this, we believe that a temporary car park for visitors to the country park should be located off this track, as part of the first phase of delivery of the country park. See figure 5 above: suggested allotment area in pale green.



23. This is because the current proposal to have such a country park access in DPC, near the public right of way, will almost certainly not be delivered until several years after commencement of works and well after the first phase of the country park is delivered. A temporary parking area for country park visitors could become the car park for



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Greenham allotmenters, some of whom are likely to live east of A339 and need to travel to their allotments by car. See CD 1.21.

24. However, we see that the 2020 Access Plan has a note “CP Maintenance facility accessed from A339”. We have seen no explanation for this. We had assumed that, although the 2018 Combined Access Plan shows the CP Maintenance facility on an enclave of land not owned by the Applicant, there would be a new access created for it from the existing track running north-south, previously mentioned.
25. We would like to see consideration given, and a pre-start Condition imposed on any outline consent, to providing access to both the CP Maintenance facility and allotments in this area without direct access of A339 or with key-holder-only access.

Footpath GREE/9 A339 Access

26. Where the public footpath reaches A339, it currently does not link to any safe off-road public right of way towards either Greenham or Newtown Commons, which are popular destinations for family and group walks. Greenham Parish Council, West Berkshire Ramblers and the Mid & West Local Access Forum⁵ (MWBLAF 2018) have consistently pointed out the problem of exposing over a thousand more households wishing to access the wider path network to a dangerous crossing of this road from GREE/9’s eastern end.
27. In its letter of formal advice dated 25 May 2018 to West Berkshire Council, MWBLAF’s response to the Appellant’s previous application, which is unchanged in this respect, stated:

The West Berkshire Council RoWIP (Rights of Way Improvement Plan) has recognised the need for a safer link between Sandleford Park and the Commons ever since the site was chosen as a strategic site in 2011. The Council’s online map shows it as a possible new public footpath, whose west end is just south of the east end of GREE/9 where it reaches A339. At its east end, it links with GREE/10 passing through Bunkers Farm and north into the open access land surrounding the common.

However this route crosses land immediately south of St Gabriels School and is in the control of neither the Applicants for Sandleford Park nor the Council. Whilst it would be ideal for achieving safe and pleasant access (provided a central refuge is made on the A339 here), it is very unlikely to be legally possible.

An alternative to having to walk for over 800m alongside the busy A339 would be to divert GREE/9 towards the extreme south east corner of the site, next to Sandleford Place. The track over which it now passes from the easternmost N-S re-entrant/ hedge line eastwards need not be obliterated: it forms part of the historic Capability Brown landscape. However unless the new route above is able to be created, this section performs no useful function.

28. Given that the 2020 application seemed to be simply a re-submitted version of the 2018 one, the MWBLAF did not feel a need to re-issue advice. Nothing has changed in this

⁵ The MWBLAF is a statutory body set up under the CROW Act 2000 to advise local authorities and other bodies on public access, including the improvement of rights of way.

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respect and Greenham Parish Council had discussed and agreed to formally support its recommendation for a controlled crossing of A339 just north of the Swan Roundabout in its response dated 15 June 2018. Newbury Town Council did not comment on it since it is well outside the town boundary. However, both councils now re-affirm their support for a greatly improved crossing of A339 south of St Gabriels School. This would also serve the school by reducing the number of pupils travelling by car and minibus.

29. We note the proposals in Appendix L of the TA (CD1.5) for a refuge island opposite St Gabriels School and a widened footway on the eastern side towards the Swan roundabout. We recognise this improves the the situation but it des not conform to LTN 1/20, since it remains an unattractive and uncomfortable route along at least 400m of very busy main road before it links to any other off-road right of way.
30. Our preferred solution would still be that which MWBLAF advised in Appendix 3 of its May 2018 submission to the LPA. This would supplement the proposed new crossing to St Gabriels School, not replace it. This mitigation should be completed as part of the first phase of the country park.
31. We would object strongly to GREE/9 being used for emergency access to DPC, as it would involve excessive urbanisation of the route to take the weight of emergency vehicles. It is also unreasonably long.
32. Instead, we believe the Appellants must provide the central valley crossing to a satisfactory design before occupation of any dwellings in DPC, such that emergency vehicles can use one of the three road accesses off Monks Lane and A339 north of here and closer to the base of all emergency services in Newbury.

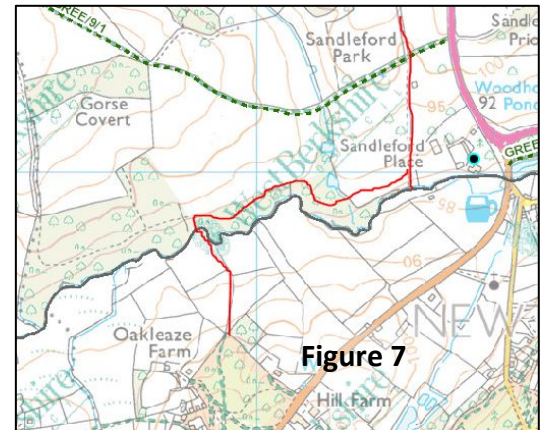
Potential Future Access across River Enborne.

33. The Combined Access Plan of 2018 shows the purple pecked line with a double headed arrow, following the existing track north-south from Highwood Copse Road all the way to the southern SSSA boundary at the River Enborne. This implied an intention to make a new crossing into Hampshire at some time. It is unclear why this proposed “key footpath / cycle link” is now omitted from the 2020 Access Plan, although it may be because the track south of GREE/9 no longer exists on the ground.
34. We would strongly support the idea of a footpath link between the proposed country park and Hampshire across River Enborne because currently Newbury residents are poorly connected by active travel modes to the widespread public footpath network there, which is closer than Greenham Common. It would help alleviate pressure on the SSSI of Greenham & Crookham Commons if there was better connectivity to Newtown Common without needing to drive, because the only routes south currently are A339 and A343: there is no public access for the 5km between these roads.

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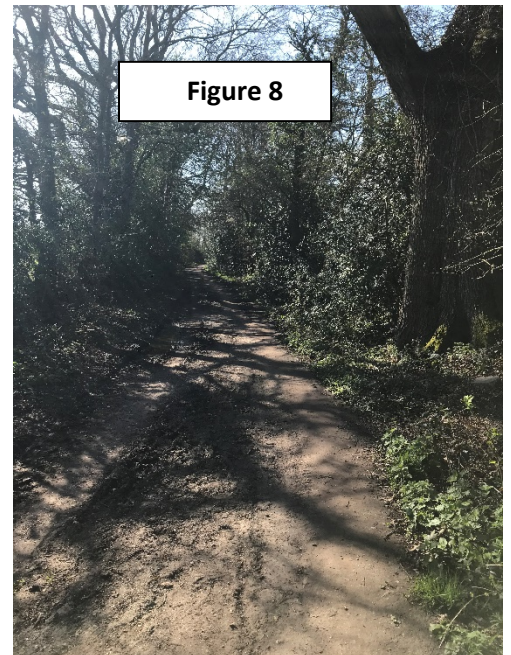
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35. If it does not prove possible to create a public right of way on foot directly from the southern end of the existing track, then we would ask that a link from further west, nearer where there is a dead-end public footpath in Newtown Common (GR 469636) be considered. If a footpath were created north of the river linking the track to a point north of Oakwood Farm, this would make it easier to negotiate with landowners to provide the link. Figure 7 illustrates this.



Public Footpath NEWB/5 and Warren Road

36. Although the whole of the Newbury section of the public footpath crossing the SSSA is within Sandleford West, the public – including residents of the Appeal site – are now and will be entitled to use it on foot. However, unless the surface is upgraded between the Appeal site and Warren Road, it will not be suitable for mobility scooters or disabled access. See Figure 8.



37. There is therefore a significant need for the Appellant to compensate for the loss of potential permeability and connectivity compared to being able to travel on a good surface, with appropriate lighting and active surveillance, to reach facilities such as the two churches with their meeting halls off Andover Road and Warren Road. The alternative route is significantly longer via Monks Lane and south along Andover Road. This is all as a result of failure to agree a coherent joint development with the owners / developers of Sandleford West. It will significantly increase the potential for conflicts with motorised traffic on Monks Lane at the proposed road junctions.

38. No solution appears to have been offered to this by the Appellant, who seems to assume that Sandleford West will proceed and be granted consent. We do not believe that can be allowed, since it fails to accord with the policy requiring a comprehensive development for the explicit purpose of access.

Access to Park House School

39. We understand that the LEA and the governors of Park House School are in agreement that until the outcome of this Appeal is known there can be no assumptions made that the plans for a major expansion of the school to cater for Sandleford SSSA can be re-activated. At a recent meeting attended by this author of the Project Board (2021) for the school's existing minor expansion (funded by S106 from Newbury Racecourse

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development) it was stated by the LEA representative that the word Sandleford should be excised from the project documents⁶.

40. Nevertheless, it is clear that for the Appeal to succeed all aspects of access to the school, including to and through land allocated in the SSSA for its expansion by active travel modes, need to be resolved. The one access point from the Appeal to the school that is indicated at present is from the public footpath GREE/9 across DPC and into the school from the south east.
41. We envisage that this can only be provided once the central valley crossing is built, which is not due to happen until 60 months after commencement. This means that pupils resident on the northern parcel – and from beyond the SSSA in other parts of the school catchment area - using active travel modes will have to use routes alongside busy roads outside the site, with its inevitable air pollution and hazards, rather than direct, convenient and relatively attractive routes entirely away from busy traffic and through the site, unless the alternative route described in Appendix 3 is provided and available before works commence on the Appeal site.

Access through Newbury Rugby Club

42. As described in Appendix 3, the access point on the Access Plan from the Appeal site to the Rugby Club car park could provide a route through to the school, although its proposed location is no good for cyclists or those with mobility impairment. A point further east well outside the central valley, at the east end of the rugby club car park, would be best. The current location also doesn't suit able bodied pedestrians living in the northern parcels, because it involves a long route and unnecessary descent and ascent of the valley.
43. Access here is not mainly to enable residents of the SSSA use the rugby club facilities, although at present the whole site is not secured and anyone can access it from Monks Lane. The purpose relevant to this Appeal is to establish a direct active travel route through the rugby club land to Falkland Surgery and Pharmacy and facilities beyond westwards along Monks Lane at Monument Place. This would be more direct, convenient, safe, and attractive than any vehicular alternative and would therefore encourage residents to choose active travel modes in compliance with NPPF 108.
44. The LPA has not yet stated that the Appellant's proposals for the central valley crossing or cycle paths into and along the central valley are acceptable. We would specifically ask that whatever the outcome of the central valley crossing design there is a decision made at outline stage through this Appeal process on where any access point for active travel through Newbury Rugby Club goes. We also need an assurance from all parties including the Club itself that detailed design of the through access route can be achieved before commencement on site and implemented before occupation of the first dwelling.

Essential Access Routes through Third Party Land

45. The above (paras. 16-17 and 40-44) shows how, in order for there to be compliance with the core design principles for cycling⁷ (coherent, safe, comfortable and direct), there needs

⁶ Minutes of a Project Board Meeting of Park House School – Expansion Project held on 16th March 2021

⁷ LTN 1/20 1.5.2

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to be access through land owned by other parties besides the Council and the Appellant. Discounting the proposals by the other developer for Sandleford West – which would in any case not change the situation significantly – we believe that this Appeal should not be allowed until and unless the Appellant can provide legally binding proof that routes through land owned by Newbury College and Newbury Rugby Club can be secured and will be available from an early stage in the development.

46. Without this, there will be a very significant impact on the Sustainable Transport Strategy that it is claimed the Appellants will follow. Failure to achieve at least the target levels of mode shift during peak hours will increase the traffic levels above those predicted in the modelling and require additional highway mitigation measures at far higher cost than securing and implementing appropriate active travel through and within the site and maintaining the Monks Lane cycle/footway as a safe route for existing users.

Mitigation Measures for Andover Road / Monks Lane / Essex Street junctions

47. Although the cost of any mitigation of these junctions were supposed to be borne by the developer of Sandleford Park West, not by the Appellant, according to their MOU submitted with the 2018 outline applications (CD1.16), there will still need to be mitigation of the impact of the Appeal site alone at this point in the network. The two councils were not satisfied with what was proposed and has apparently been agreed with the LPA as sufficient, namely a second lane westbound from Monks Lane to enable separation of right turning north-bound traffic from that going left or ahead into Essex Street.
48. We note that Table 4.1 of the 2020 TA (CD1.5) indicates that the mitigation measures at this junction will now be delivered by the Appellant. However, the drawing (by the Council) at Appendix L of the TA (CD1.5) is still in our view showing inadequate measures to secure safe, convenient crossings for active travel modes, as required by LTN 1/20 and the Council's own LCWIP.
49. The central islands, where they exist at all, do not appear to be wide enough to accommodate a normal cycle or a mobility scooter, wheelchair or parent with a pram / pushchair. It may be that the new central island on Monks Lane here does provide the necessary space but with this somewhat complicated 'dumb-bell' junction already quite intimidating for cyclists and pedestrians to cross, and with additional traffic generated by the Appeal site, we believe that safer crossings are essential.

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50. Assuming a direct route through Rugby Club land has been secured and implemented (see paras. 43 & 46) the Co-op store is likely to be more attractive as a shopping destination for many residents on the Appeal site. It enables shopping trips to be combined with other essential journeys (surgery, pharmacy, post office, school pick-up etc.). Parents will need to be able to cross Andover Road safely either north or south of the junction. At present there is no protection for them at all and the proposals shown at Appendix L of the TA (CD1.5) are hardly better.

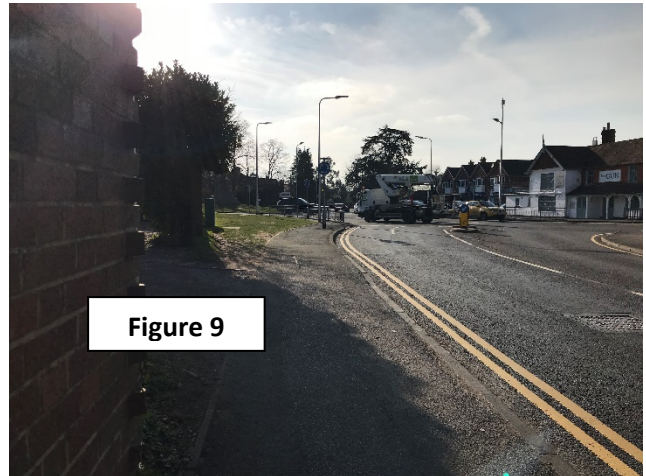


Figure 9

51. We believe that it may be necessary to acquire part of the The Bull pub land to deliver safe crossings. At the narrowest point, the footway on the north side of Monks Lane adjacent to The Bull is less than 1m wide, so the controlled crossing further east near Falkland Surgery is not adequate for all means of active travel.

52. Figures 9 to 12 are photos taken of the approaches to these junctions, illustrating the problems described above.

53. Figure 9 is a view from Monks Lane south side towards Monument Place shops beyond the twin mini roundabouts. The shared-use cycle/footway here is not as wide as on the majority of Monks Lane and provides no place for pedestrians or cyclists to cross safely to the shops: two busy road crossings are necessary.

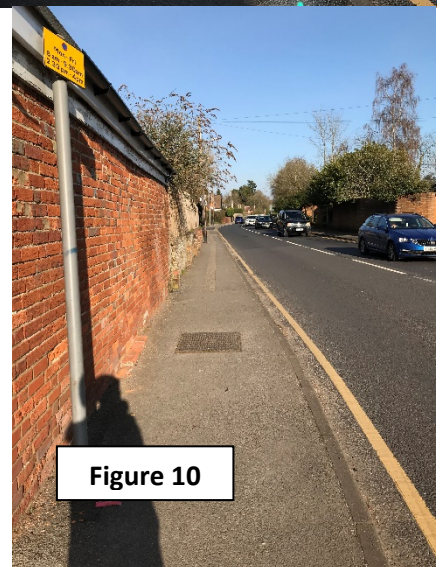


Figure 10

54. Figure 10 shows the footway on the north side opposite the viewpoint of Figure 2 but looking east. It shows how narrow the footway is here: at the lamppost it is less than one metre: not enough for a double pushchair or a mobility scooter, let alone for two pedestrians to pass without one stepping into the road.

55. Figure 11 shows The Gun and the existing central refuge in Monks Lane in front of it, very close to the roundabout. The refuge is currently not wide enough for a bike or anything larger than a pedestrian (without a pram) to shelter from traffic. The proposed extra lane, for turning left from Monks Lane into Andover Road South, will use up almost all the grass verge between the highway boundary and the footway. Three lampposts will also need to be moved.



Figure 11

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56. Figure 12 shows the location where the plan in Appendix L to the TA (CD1.5) shows a new but uncontrolled crossing on the south side of Andover Road where there is currently no dropped kerb in either footway. Crossing here from the east side to reach the shops is currently extremely hazardous for about 300m south until the light-controlled crossing by Park House School.



57. All the crossing points on the approaches to this pair of junctions need to be significantly further away from it unless a central refuge of adequate width is provided. This is because pedestrians have to look in three different directions for traffic approaching the junction, especially because often drivers do not indicate until they are on it. If the crossing points are placed further away, pedestrians have time to see what exit route a vehicle is taking before they start to cross. For the same reason, it is essential that a central refuge wide enough to contain two people with accompanying child – or a bike / mobility scooter / wheelchair – is provided on each arm of the junction.

58. For Andover Road North arm, a safe crossing near the junction is needed even for people not using Monument Place but proceeding towards the town centre. Although there is a footpath linking Sutherlands with the eastern footway opposite Monkwood Close, the footway ends some 200m north of there and this is almost 200m north of the junction. In order to serve both Monument Place and the town centre, there must be an adequate central refuge on the north side of Andover Road near this junction as well as the south side.

TERRAIN & POLICY ANALYSIS APPLIED TO LOCAL CYCLING & WALKING NETWORKS

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

Appendix 5 of Dr Tony Vickers' Proof of Evidence

1. "Terrain analysis" is the analysis and interpretation of topographic features to support decision making. Topography consists of both natural and manmade features. The author spent 15 years as a military geographer supporting military operational decision making. The techniques are equally applicable to urban planning for sustainable transport.
2. By "policy analysis" we mean in this context the analysis of the planning and transport policy environment, both national and local. Applying this to what we know about human behaviour and the local geography, we can reach decisions about how people will actually choose to move on their regular journeys, as opposed to the theory.
3. As an example, it is one thing for a planner or transport technician to state that because 'as the crow flies' the distance is less than 2km people will be able to walk from Sandford to Newbury town centre. It is another to realistically expect them to do so, if the shortest available route is poorly lit, surfaced, and signposted and follows a noisy, congested, polluted main road.
4. Thorough terrain analysis of possible active travel routes, as well as some relevant and up-to-date policy analysis, has been done by WBC's transport consultants WSP for the whole of Newbury & Thatcham settlement areas, including South Newbury & Greenham, in the past year for the Council's LCWIP. It builds on work carried out by local volunteer cyclists, coordinated by this author in 2016 and ratified by the Council's Transport Advisory Group later that year, as the basis for future cycle network development¹.
5. The Appellant's TA (CD1.5) is nowhere near as thorough, appears to have been done as a purely desk-based exercise and is very much subservient to their car-based approach to transport solutions for new housing development, contrary to the spirit and letter of the NPPF (91a, 104d, 108c).
6. Appendix 4 looked at the Appeal site access points and some existing nearby road junctions where it has been agreed with the LPA that some mitigation is needed to improve traffic flows. We focused on facilities for active travel.
7. This Appendix now extends beyond the immediate neighbourhood and looks at routes which will be used increasingly by residents of the Appeal site to reach key destinations: mode transfer (e.g. rail station); employment; leisure; schools; culture and shopping. It draws mainly on the LCWIP. Wherever the proposals in the Appellant's TA, the LPA's response or the LCWIP differ, we will recommend which option (if any) to choose – or a different option to be considered in the light of terrain or policy analysis.
8. The Council's Cycling and Walking maps are now superseded by the LCWIP, although they still provide a basis for most purely local route choice. The LCWIP² deals only with main 'corridors', which will have priority treatment in terms of infrastructure investment by the Council, using CIL contributions and other funding sources. This iteration of the LCWIP set a limit of ten on the number of cycle corridors, because the consultants' budget was limited.

¹ West Berkshire Cycle Working Group Final Audit Report April 2016

² Specifically WSP's "Prioritised Strategic Cycle Routes – Audit Findings and Recommended Improvements" Jan 2021 for LCWIP

TERRAIN & POLICY ANALYSIS APPLIED TO LOCAL CYCLING & WALKING NETWORKS

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9. Although most measures to improve active routes need not be decided at Outline Planning stage, it is felt that an up-to-date analysis now, looked at from the perspective of future users of these routes is of some value to the Appeal Inspector.

Cycle Corridor 1³ – Wash Common to Newbury Town Centre

10. The ‘desire line’ for both cycling and walking between Wash Common (north of Park House School) and the town centre is along the Andover Road north from the Essex Street / Monks Lane junction. However, as the Route Selection Tool (RST – page 4 of WSP’s report, Appendix D of LCWIP) shows, although this route is most direct, it scores extremely poorly in terms of comfort. The limited total width of the current highway allows only a narrow footway on the west side and an even narrower one – absent entirely on the steepest section past Tydehams – on the east.
11. This very recent safety audit concluded that it could not be recommended as a potential cycle route for the time being. Therefore, no funding from the Appeal site will be used for cycling here. However, the footway on the west is recommended by Highways for widening, as it is a very well used route for pupils at several nearby schools, on foot.
12. Southern parts of Wash Common and Sandleford West can instead make use of WSP’s “Option A”, from the existing Park House School light controlled crossing via Falkland Road, Charles Street, Essex Street and Elizabeth Avenue. This needs little improvement other than on the Essex Street section.
13. Without Sandleford West making progress in parallel with the Appeal site, the northern part of this route is of very limited value in any case to residents of the Appeal site, unless a route through Rugby Club land is available (see Appendix 3). Although it would be the natural cycle route from DPC if Warren Road was available, if the Appeal site is built out on its own (as we are assuming), there is no route for cyclists from DPC through to Warren Road and therefore no use will be made of it.

Cycle Corridor 1a – Sandleford to Newbury Town Centre

14. WSP’s analysis concludes that for most residents of Sandleford as well as those from Wash Common south of Park House School, the desire line and best route for cycling and walking is down Rupert & Wendan Roads. They call this Corridor 1a and it coincides with the recommendations of WBC Highways in their response to the Appellants’ 2020 outline application.
15. With some improvements to surfacing, signage and little else, this scores much better in terms of comfort and safety and is still reasonably direct. It can use the existing Monks Lane light-controlled crossing near Rupert Road. It also links well with the existing light-controlled crossing near Buckingham Road on Andover Road.
16. We would recommend that some additional traffic calming measures be considered, because this route is likely to attract ‘rat running’ by cars if/when A339 and/or A343 junctions either end of Monks Lane become congested. Perhaps there should be a limit of through traffic at the west end of Chandos Road.

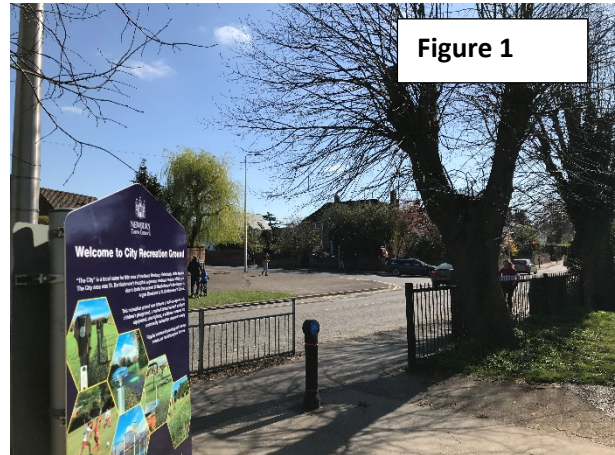
³ See LCWIP

TERRAIN & POLICY ANALYSIS APPLIED TO LOCAL CYCLING & WALKING NETWORKS

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

17. We would also wish to see a contribution from the Appeal site towards improving the link for cyclists from Wendan Road across to City Recreation ground for people heading to/from the town centre. WSP recommend consideration be given to re-positioning the light controlled crossing north of the Wendan Road, or replacing it with a signalised junction there – see figure 1.

18. This route is significantly more direct, useful, and worthy of using Appeal site contributions than is Newtown Road north of Friars Road. Again, like Andover Road, Newtown Road has narrow or non-existent footways on either side for much of its length and there are no crossing places between The Oaks and the A343 roundabout.



19. However, from Friars Road, there is a cycle route close to the desire line between the Appeal site and the main employment area in Hambridge Road. Although not in WSP's 'top ten' priorities for 'strategic' cycle routes in the Newbury & Thatcham area, this route links WSP's corridors 1a and 5 and would need little improvement other than signage throughout. The route follows Friars – Priory – Abbotts Roads, leading to the A339 underpass linking Howard Road and Greenham Road, from where there is a good cycle route through Newbury Racecourse estate.

20. This route is also a potential route for Park House School students living in the north of that school's catchment area in East Fields and the Racecourse. It is more direct, safe and comfortable than the alternative cycle route using Pinchington Lane and Pyle Hill, and more attractive than the designated Berkshire Cycle route that crosses the A339 north of the retail park by bridge.

Conclusions & Recommendations

21. On the whole, we agree with the Highways comments on the latest proposals by the Appellant for mitigation and improvements to routes for active travel. However, if the Appeal is allowed but Sandleford West does not proceed in parallel, then the previously agreed split between funding allocations by the two developers towards these measures will need review and the measures themselves re-prioritised in order to maximise the potential mode shift away from car dependency.

22. Newbury Town Council and Greenham Parish Council would like to be consulted on the details of any infrastructure improvements included in recommendations of the Inspector to SoS and any determined as Reserved Matters thereafter.

SUGGESTIONS FOR PHASING OF WORKS & CONDITIONS

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

Appendix 6 of Dr Tony Vickers' Proof of Evidence

1. This appendix brings together all suggestions in other appendices relating to Conditions (should SoS be minded to allow the Appeal) and phasing of works, where these vary from – or are additional to – those proposed by the Appellant in CD 1.12. It will need to be reviewed and updated in the light of the main parties' Proofs of Evidence and the Appellants' draft UU (CD 7.1) & any amended Planning Conditions (CD 7.4), which are not due to be published until 21st April.

Phasing of Works & Construction Access / Haul Route

2. All construction access by HGVs should be from A34 / A339 to the south, unless loads can only be sourced from within the Newbury / Thatcham settlement areas. This applies also to vehicles leaving site having delivered their materials. It would also apply if Sandford West is granted consent and built out concurrently with the Appeal site.

Reason: To avoid unnecessary HGV traffic through the congested road network in this area and to minimise the use of Monks Lane for access by HGVs. Use of Monks Lane will disrupt existing non-vehicular traffic using the shared cycle/footway and cause potential but easily avoidable safety hazards.

3. Construction of the internal through road network (linking Monks Lane and A339) should begin at Highwood Copse Way and proceed first northwards to the eastern Monks Lane access, before construction of the link to the western Monks Lane access and south towards DPC.¹

Reason: To enable a separate access off Monks Lane for non-HGVs as soon as possible, including in particular access to Highwood Copse School (HCS), avoiding southbound vehicles having to travel the extra 1.5km to Swan roundabout. This will minimise mud on - and the disruption period for existing non-motorised users of - Monks Lane.

4. As soon as access for non-HGVs is achieved from both Monks Lane access points, the western point should be made the main construction site access other than for HGVs.

Reason: assuming that the supplies of most builders' merchants' goods will be from Newbury / Thatcham settlement area, this will minimise the need to use either the Swan roundabout or the most likely route to/from school for pupils at HCS living north of Monks Lane² for construction traffic.

5. Construction and occupation of new dwellings should commence from the north east using the eastern access route, as soon as possible after this route is open for general traffic. However, no occupation should be allowed until our proposed Condition 4 above has been

¹ This largely corresponds with CD 1.12 - C7

² At present, the planning consent for HCS requires the temporary access road through Newbury College to cease being used by HCS after just three years. This is not within the control of the Appellant. However if the College is able to persuade the LPA to vary or withdraw the Condition (i.e. to allow the road through the College to remain in use indefinitely, which we would support), then this will no longer be a Reason to impose this Condition on the Appellant's outline consent.

SUGGESTIONS FOR PHASING OF WORKS & CONDITIONS

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

discharged, nor until a route for active travel is available to link the Appeal site to the College at the location proposed (CD 1.18).

Reason: to enable the earliest possible safe, convenient access avoiding Monks Lane for existing non-vehicular travel and for access by non-vehicular means for all residents of the Appeal site.

Pre-start Conditions

6. Prior to commencement on site, details to be submitted and approved of all temporary diversions and/or adaptations of existing public routes within or immediately bordering the Appeal site, including those for non-motorised users only such as the routes to/from school for pupils of Park House School. Thereafter no unauthorised obstructions or diversions of these routes to be allowed without [28] days notice, except in emergency.

Reason: to minimise non-essential disruption to travel for essential journeys by sustainable means.

7. Prior to commencement on site, details to be submitted and agreed in writing with the LPA of all means of access between all parts of the Appeal site and surrounding existing community facilities, by means other than private car and for all degrees of mobility. Where possible, routes shall be demonstrably capable of being achieved before first occupation of each phase of development and shall use the shortest route avoiding heavily trafficked roads.

Reason: to minimise the impact of the development on the surrounding road network and to conform with the LTP (CD 8.2, 5.82), LCWIP, LTN 1/20 and NPPF (CD 8.1, 104).

8. Prior to commencement on site, proposals shall be submitted and agreed for the location of a temporary country park parking area, to be accessible directly from the public highway no later than the opening of the first phase of the country park. See Appendix 4 para 19 and CD 1.21-C10.

Reason: to minimise parking on estate roads with the Appeal site by non-residents and their visitors.

9. Prior to commencement of works on any phase of the development abutting the public footpath GREE/9 which crosses the site, details of any temporary security fencing to be used shall be submitted and approved in writing by the LPA.

Reason: to ensure that the safety and comfort of legitimate users of the public highway are not compromised without good reason, also to minimise disruption of movement by wildlife.

Miscellaneous

10. Use Classes. Section 8 of CD 1.12 (Conditions 30-32) seems to need updating in the light of the latest Government changes to use classes: merging parts of classes A, B & D and creating new classes E and F. Class F2 is particularly relevant to local councils which often assist creation of community groups that use F2.

SUGGESTIONS FOR PHASING OF WORKS & CONDITIONS

Dr Tony Vickers for Newbury Town Council & Greenham Parish Council

11. Management of country park and other public spaces. We seek clarity over the proposals for management of areas that are not intended to be adopted by the LPA but which can become a source of community conflict, anti-social behaviour and dispute after development is complete. As the most local level of representative government, we need to be assured that the future management of these areas is considered fully at the outset. If not, it can lead to problems which could have been resolved at the planning stage.
12. Sandleford Joint Working Group. This is of particular concern because the SSSA is split between two parish level administrative areas, which is why NTC & GPC formed a Joint Working Group (SJWG) representing both councils in 2018. If the Appeal is upheld, the SJWG will continue to meet regularly for the foreseeable future through to beyond the completion of development. We wish for the SJWG to be consulted on all matters relating to public access and public open space, in particular as Reserved Matters applications are brought forward, so as to ensure a coherent plan for management of access into and within the whole SSSA.
13. Secure by Design. We have some concern about the draft Condition 17 in CD 1.12. “Secured by Design” is in clear tension with the requirements of a sustainable transport policy to maximise the potential for active travel within neighbourhoods. Any consultation with the Police on this matter must be balanced with the need for permeability. We wish to see that reflected in any Condition such as proposed here. In particular, all provision for “public open space” must remain publicly accessible to the wider community and not become part of a gated “fortress style” so-called community exclusive to residents of this development, unless there are exceptional reasons (e.g. age or other vulnerability).

Relating to the Suggested Conditions in GPC-NTC SoC

14. All of these conditions presented here are based on my experience and my more detailed assessment of the Application, having studied the Appellants’ draft Planning Conditions (CD 1.12). The suggested conditions in the GPC-NTC SoC (CD5.3) are the base conditions that we would find acceptable for this Appeal to be granted.