

PLANNING APPLICATION FOR IMPROVEMENTS AND ENHANCEMENTS TO WARREN ROAD, NEWBURY AND DEMOLITION OF WARREN HOUSE

PLANNING, DESIGN AND ACCESS STATEMENT

WARREN ROAD, PARK COTTAGE, WARREN HOUSE, ENVILLE HOUSE, THE BURROWS, MEADOWSIDE AND NEW WARREN FARM, NEWBURY, RG14 6NH

ON BEHALF OF DONNINGTON NEW HOMES

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

Prepared by: Rebecca Humble

Pegasus Group

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough

 **DESIGN**  **ENVIRONMENT**  **PLANNING**  **ECONOMICS**  **HERITAGE**

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales
Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT

Copyright Pegasus Planning Group Limited 2011. The contents of this document must not be copied or reproduced in whole or in part without the written consent of Pegasus Planning Group Limited



CONTENTS:

Page No:

| | | |
|------------|--------------------------------------|-----------|
| 1.0 | Introduction | 2 |
| 2.0 | Site Description | 5 |
| 3.0 | Planning History | 7 |
| 4.0 | The Application | 10 |
| 5.0 | Planning Policy Context | 12 |
| 6.0 | Key Considerations | 19 |
| 7.0 | Summary and Conclusions | 26 |

1.0 Introduction

1.1 Pegasus Planning Group are instructed to prepare a Planning Statement on behalf of the applicants, Donnington New Homes in support of an application for improvements to Warren Road with associated footways incorporating the partial frontages of properties on the south side of the existing track. The proposed improvements to Warren Road will provide access to the strategic allocation at Sandleford Park.

1.2 This Statement analyses the application site and surrounding area, the planning policy and planning history context, and explains why the proposed development is appropriate with regards to these matters, as well as the relevant technical considerations.

1.3 In addition to this Planning, Design and Access Statement, the application is accompanied by the following supporting documentation:

- Application Form and Certificate C;
- Copy of advert placed in Newbury Weekly News (17.12.2020);
- Copies of Notice letters provided to relevant owners;
- CIL forms;
- Planning Statement prepared by Pegasus Group;
- Existing floor plans and elevations of Warren House prepared by PD Studio (drawing ref PLG_WH_1199_100);
- Existing Layout Plan prepared by Ridge and Partners LLP (drawing ref 5011406-RDG-XX-XX-C-0000);

- Site Location Plan prepared by Ridge and Partners LLP (drawing ref 5011406-RDG-XX-XX-C-0001);
- Extent of ownership prepared by Ridge and Partners LLP (drawing ref 5011406-RDG-XX-XX-C-0002);
- Proposed Layout with Visibility Splays prepared by Ridge and Partners LLP (drawing ref 5011406-RDG-XX-XX-0003)
- Highway Signage prepared by Ridge and Partners LLP (drawing ref 5011406-RDG-XX-XX-0004)
- Bus Tracking prepared by Ridge and Partners LLP (drawing ref 5011406-RDG-XX-XX-2200)
- Refuse Tracking prepared by Ridge and Partners LLP (drawing ref 5011406-RDG-XX-XX-2201)
- Private Drive Tracking prepared by Ridge and Partners LLP (drawing ref 5011406-RDG-XX-XX-2202)
- Transport Statement prepared by Ridge and Partners LLP;
- Framework Travel Plan prepared by Ridge and Partners LLP;
- Arboricultural Impact Assessment prepared by Aspect Arboriculture;
- Tree Schedule prepared by Aspect Arboriculture
- Tree Constraints Plan prepared by Aspect Arboriculture
- Tree Protection Plan prepared by Aspect Arboriculture
- Ecological Impact Assessment prepared by Aspect Ecology.



- 1.4 This Planning Statement should be read in conjunction with the above plans and documentation.

2.0 Site Description

- 2.1 Warren Road is a single lane carriageway extending away to the east from A343 Andover Road which is a main route between the A34 and Newbury. Warren Road provides access to six houses in Sunley Close, Park House School, St Francis de Sales Catholic Church, Park Cottage, Warren House, Enville House, The Burrows, Meadowside, Ashton House, Lynwood House and New Warren Farm. East of Sunley Close, a public footpath (no. NEWB/5/1) runs along the centre of Warren Road (sharing the existing access track) that continues through Sandford Park (no. GREE/9/1). These existing uses beyond Sunley Close, together with New Warren Farm, are accessed from a private drive. This is a historic arrangement which would not be considered acceptable by current highway standards.
- 2.2 Warren Road is adopted from Andover Road (A343) to a point just east of Sunley Close, where the single footway on its southern side ends. In the vicinity of Park Cottage, which lies to the north of Warren Road, the road narrows to an unmade track with an approximate width of 3.6m. This functions as part of the alignment of the public footpath, and as a private access to a number of properties beyond Park Cottage including New Warren Farm.
- 2.3 Park House School lies to the north of Warren Road. There is a hedgerow and row of trees along the northern boundary of the road with a school cricket pitch beyond. Further east is Park Cottage which is a two storey property facing west with its garden extending away to the east. The properties on the south side of Warren Road are generally two storey detached properties. The three easternmost properties (Enville House, The Burrows, and Meadowside) take access directly from the track that continues east from Warren Road. The

frontages of these properties are partially hardstanding and partially residential garden. Access to the Catholic Church of St Francis of Sales is also provided albeit along a c.60m private drive 40m east of Sunley Close.

- 2.4 Some of the trees along the north side of Warren Road are protected by TPO reference 201/21/0916. The order covers 18 no. trees towards the western end of Warren Road. A further two Oak trees at the eastern end of the track, north of the entrance to New Warren Farm are formally protected by TPO reference 201/21/2001.

3.0 Planning History

The Application Site

3.1 There are five relevant planning applications relating to the application site:

- **Reference 09/01051/FUL** – Part demolition and 2 storey extension to Park Cottage and improvements to Warren Road – Approved 07 October 2009
- **Reference 12/01960/FUL** – Section 73: Variation of Conditions to Planning Permission ref 09/01501/FUL to vary wording to read 'Prior to commencement of road improvement works' – Approved 06 August 2012
- **Reference 14/02416/FUL** – Proposed improvements to Warren Road and create new access. Alterations (part demolition and two storey extension) to Park Cottage – Approved 08 December 2014.
- **Reference 17/00919/COND1** – Application for approval of details reserved by conditions imposed on Planning Permission ref 14/02416/FUL – Approved 05 July 2017 and development commenced.
- **Reference 19/92614/FUL** – Improvements and enhancements to Warren Road to serve New Warren Farm following demolition of Park Cottage with associated landscaping and trees – Withdrawn 18 September 2020

Surrounding Sites

3.2 The following planning applications relate to sites adjoining or close to the Application site:

- **Reference 18/00828/OUTMAJ** – Outline application for up to 500 homes, including 40% affordable, a 1 form entry primary school with land for its expansion to 2 form entry, replacement and / or expansion land for Park House Academy School, extra care elderly units as part of the affordable housing provision, access from Warren Road and emergency access from Kendrick Road, a recreational facility for families of children with special needs, green infrastructure including children’s play areas and informal open space, pedestrian and cycle links through the site, sustainable drainage and other infrastructure. Matters to be considered: Access – Under review and pending determination
- **Reference 18/00764/OUTMAJ** – Outline planning application 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 Academy 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 – Formally Disposed of 18 September 2020
- **Reference 20/01238/OUTMAJ** - Outline planning permission for up to 1,000 new homes; an 80 extra care housing units (Use Class C3) as part of the affordable housing provision; a new 2 form entry primary school (D1); expansion land for Park House Academy School; a local centre to comprise flexible commercial floorspace (A1-A5 up to 2,150 sq m, B1a up to 200 sq m) and D1 use (up to 500sq m); the formation of new means of access onto Monks Lane; new open space including the laying out of a new country park; drainage infrastructure; walking and cycling infrastructure and other

associated infrastructure works. Matters to be considered: Access – Refused
13 October 2020

4.0 The Application

- 4.1 The application proposes the enhancement and upgrade of Warren Road to provide a 6m wide, partially priority narrowed, carriageway. In addition, 2m wide footways are proposed along the north and south sides between Andover Road and Sunley Close. East of Sunley Close, 2m footways are proposed on either the north or south side of the carriageway with the designated crossing points to provide a continuous footway for the entire length of the road. These works will provide suitable, safe access for both vehicles and pedestrians to the Strategic Allocation (Core Strategy Policy CS3) at Sandford Park which is currently being considered through application ref: 18/00828/OUTMAJ. The existing Public Right of Way along its current route from west to east would be continued along the proposed footways.
- 4.2 The alignment of the junction of Warren Road with Andover Road would be adjusted to accommodate the widened Warren Road carriageway. In addition, works to Andover Road are proposed to create a highway splitter island with associated crossing point and dropped kerbs for pedestrian safety. Dropped kerbs are also proposed at the western end of Warren Road and the eastern end of the access to Falkland Primary School and St Georges Community Centre.
- 4.3 The priority narrowed section of carriageway would extend 38m from approximately 8m east of the access to St Francis de Sales Church to the junction with Sunley Close. Along this section the carriageway would narrow to between 3.75m and 5.3m. Adjustments to the junction of Sunley Close and Warren Road would be made to provide appropriate visibility. Warren House is proposed to be demolished to facilitate this section of works. The remaining curtilage of that property would be made good as part of the proposal.

- 4.4 At its eastern end, the improved road would extend into New Warren Farm and is designed to tie into the conceptual masterplan submitted with Application 18/00828/OUTMAJ.
- 4.5 The existing access to Park House School on the north side of Warren Road would be retained along with the accesses to Sunley Close, Oakhaven, the Church of Saint Francis of Sales and Warren Lodge Presbytery.
- 4.6 Warren House would be demolished to accommodate the works. Park Cottage would be retained in its current format (having previously been partially demolished through the implementation of planning permission ref 14/02416/FUL). The front, northern boundaries of Enville House, The Burrows and Meadowside would be adjusted to accommodate the proposed improvement works.
- 4.7 The southern boundary of Park House School would be retained in its current position.

5.0 Planning Policy Context

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, in the determination of planning applications, decisions are made in accordance with the Development Plan unless material considerations indicate otherwise.

5.2 The site lies within the jurisdiction of West Berkshire Council where the Development Plan comprises the following documents:

- Core Strategy Development Plan Document (2006 – 2026)
- West Berkshire District Local Plan 1991 – 2006 (Saved Policies)
- Sandford Park Supplementary Planning Document SPD

5.3 In addition, the National Planning Policy Framework (NPPF) 2019 and Planning Practice Guidance form material considerations in the determination of the application, together with relevant supplementary planning documents and guidance notes.

National Policy

National Planning Policy Framework

5.4 The National Planning Policy Framework (NPPF) was originally published in March 2012 but has been subsequently revised and re-issued in July 2018 and February 2019. This document establishes a presumption in favour of sustainable development. Paragraph 2 states that the NPPF is a material consideration in planning decisions.

- 5.5 Paragraph 8 confirms that there are three dimensions to sustainable development – economic (building a strong, competitive economy); social (providing the supply of housing required to meet needs and creating a high quality-built environment); and environmental (protecting and enhancing the natural, built and historic environment). Paragraph 9 confirms that these roles should be delivered through the preparation and implementation of plans and the application of policies, but they are not criteria against which every decision can or should be judged – development should be guided towards sustainable solutions but take into account local circumstances to reflect the character, needs and opportunities in each area.
- 5.6 Paragraph 11 stresses that plans and decisions should apply a presumption in favour of sustainable development. Development plans should positively seek opportunities to meet the development needs of the area, and proposals should accord with an up-to-date development plan. Paragraph 12 confirms that Local Planning Authorities may take decisions which depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.
- 5.7 In terms of determining applications, paragraph 38 sets out that it is a requirement that Local Planning Authorities should approach decisions in a positive and creative way. This paragraph also states that Planning Authorities should work proactively with Applicants to ensure developments that will improve the economic, social and environmental conditions, whilst seeking to approve applications for sustainable development where possible.
- 5.8 Paragraph 47 states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. It encourages that decisions on

applications should be made as quickly as possible.

- 5.9 Paragraph 54 of the NPPF states that conditions can be used to make a development acceptable, where it might otherwise be unacceptable, however, these should be kept to a minimum and only imposed if necessary. Paragraph 55 discourages the use of pre-commencement conditions unless there is a clear justification.
- 5.10 Section 5 relates to the delivery of homes. Paragraph 72 states that the supply of large numbers of new homes can be best achieved through large scale development and, in identifying sites for this purpose, that Local Planning Authorities should consider opportunities presented by planning investment in infrastructure.
- 5.11 Section 9 relates to the promotion of sustainable transport stating that transport issues should be considered from the earliest stages of development proposals so that opportunities from existing or proposed transport infrastructure are realised and that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 5.12 Paragraph 108 encourages the delivery of safe and suitable access to sites for all users. In this context paragraph 110 identifies the importance of;
- Facilitating access to high quality public transport including appropriate facilities that encourage public transport use;
 - Creating places that are safe, secure and attractive by minimising the scope for conflicts between pedestrians, cyclists and vehicles; and

- Allowing access for emergency vehicles.

National Planning Practice Guidance

5.13 The National Planning Practice Guidance (NPPG) was published online in March 2014 and is periodically updated. It advises that:

- “The National Planning Policy Framework represents up-to-date Government planning policy and must be taken into account where it is relevant to a planning application or appeal. If decision takers choose not to follow the National Planning Policy Framework, clear and convincing reasons for doing so are needed. A development that is consistent with the National Planning Policy Framework does not remove the requirement to determine the application in accordance with the development plan unless there are other material considerations that indicate otherwise.”

5.14 Regarding how decisions on planning applications must be made, it advises that:

- “The National Planning Policy Framework stresses the importance of having a planning system that is genuinely plan-led. Where a proposal accords with an up-to-date development plan it should be approved without delay, as required by the presumption in favour of sustainable development at paragraph 14 of the National Planning Policy Framework. Where the development plan is absent, silent or the relevant policies are out of date, paragraph 14 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified”.

Local Planning Policy and Guidance

- 5.15 As set out above, the Development Plan for West Berkshire District Council, and relevant to this proposal, comprises the Core Strategy DPD, the Saved Policies of the West Berkshire District Local Plan 1991 – 2006 and the Sandlesford Park SPD.

Core Strategy Development Plan Document (2006 – 2026)

- 5.16 Policy CS3 allocates Sandlesford Park for up to 2,000 dwellings, with at least half to be delivered by 2026. The Policy confirms that two vehicular accesses will be provided off Monks Lane with an additional sustainable transport link for pedestrians, cyclists and buses from Warren Road onto Andover Road.
- 5.17 Policy CS13 (Transport) states that development that generates a transport impact will be required to mitigate the impact on the local transport network and be supported by a Transport Statement.
- 5.18 Policy CS14 (Design Principles) states that development proposals should;
- Make good provision for access by all transport modes;
 - Ensure environments are accessible to all and give priority to pedestrian and cycle access providing linkages and integration with surrounding uses; and
 - Provide, conserve and enhance biodiversity and create linkage between green spaces and wildlife corridors.
- 5.19 In relation to Flooding, Policy CS16 confirms that, in Flood Zone 1, Flood Risk Assessments will only be required where sites are 1ha or more. The policy

supports the principles of SUDS and attenuation to greenfield run-off rates and volumes.

- 5.20 Policy CS17 (Biodiversity and Geodiversity) requires that, in order to conserve and enhance the environmental capacity of the District, all new development should maximise opportunities to achieve net gains in biodiversity.

West Berkshire District Local Plan 1996 – 2006 (Saved Policies)

- 5.21 Saved Policy TRANS1 (Meeting the Transport Needs of New Development) confirms that the transportation needs of new development should be met through the provision of a range of facilities associated with different transport modes including public transport, walking and cycling.

Emerging West Berkshire Local Plan Review to 2037

- 5.22 The Council is currently consulting on its Emerging LP Review (Regulation 18). This emerging Plan continues to allocate Sandleford Park under Policy SP16 for approximately 1,500 dwellings. Importantly, the emerging Policy identifies a requirement for four all vehicle accesses including along Warren Road to Andover Road.

Supplementary Planning Documents

Sandleford Park SPD (2015)

- 5.23 Whilst the application site principally lies beyond the boundary of the SPD it is

relevant to consider in the context of the wider Sandleford Park development. The SPD sets out a list of strategic objectives which *'represent the key delivery outcomes that the Sandleford Park development should achieve'*. Second on that list is the need to explore an all vehicle access link through Warren Road.

- 5.24 The SPD makes clear that an 'all vehicle access link' along Warren Road would be beneficial to the delivery of the Strategic Allocation. This includes vehicles, cycle and pedestrian access. Access for buses along this route is also cited as being an important deliverable.

- 5.25 The retention of the public footpath along its current alignment within the policy area is encouraged to retain the link between Sandleford Priory and Warren Road.

6.0 Key Considerations

- 6.1 This section of the Planning, Design and Access Statement explains why the proposed development is appropriate having regard to the planning policy context set out in Section 5.0 above, and the technical considerations that are relevant to the proposals.

Principle of Development

- 6.2 The principle of an improved and enhanced Warren Road is accepted and encouraged through Policy CS3 and the Sandleford Park SPD and has historically been confirmed by the LEP funding in place for a 6m wide road scheme in this location. This Application is made to reflect the overarching objective to provide safe and suitable access to one of the Council's own Strategic Allocations. Through the approval of Application ref: 14/02416/FUL the principle of an enhanced access is accepted. The approach proposed by this current Application is more sustainable from an economic, environmental and social perspective. Environmentally and socially, the implementation of the single programme of work (as opposed to continuing the implementation of the 4.8m wide scheme now with the potential for further works to widen the carriageway to follow) is less invasive and will cause less disruption, both physically and in terms of adjustments to above and below ground services, to existing and future highway users along with the residential properties, the Church and the School. It also clearly more economical to carry out the works as a single programme, as opposed to the phased approach previously proposed. The acceptability of the works is therefore, established and the principle of the Application can be supported.

Highways and Transport

- 6.3 As set out above, the fundamental principle of an enhanced highway scheme in this location is supported and encouraged by the Council. The access has been designed to provide sufficient access for cars, buses and cyclists together with safe access for pedestrians. The tracking drawings submitted with the Application demonstrate that it is capable of serving this purpose. The design is reflective of the junction requirements anticipated by the VISSIM modelling carried out by WSP on behalf of West Berkshire Council and the detail submitted in respect of works on Andover Road reflect that position.
- 6.4 The proposed works will deliver safe access for pedestrian's accessing Park House School from the southern entrance. At present, there is no formalised pedestrian route meaning children walking to school must do so along the road or along the informal grass verges. Furthermore, there are no formalised crossing points across the section of Andover Road close to Warren Road or across Warren Road itself. This is not a safe or sustainable arrangement, particularly over the longer term as the school grows in size to accommodate the new population at Sandleford Park. Like the previously approved LEP proposals, the works proposed by this application will deliver safe pedestrian access along the 2m wide footways with identified crossing points. The footways will tie to the existing footways along Andover Road to the west and the existing Public Right of Way to the east.
- 6.5 The points of access to the residential properties at the eastern end of Warren Road will be retained as per the currently arrangement albeit set further south to allow for the alteration works to the south side of the carriageway. Car parking for those residential properties will be retained in its current format thereby allowing each property to be exited in a forward gear. Access to

Lynwood House and Ashton House will be retained the New Warren Farm site itself with the existing private drive serving these properties being connected to a new route through Sandleford Park West as part of separate proposals.

- 6.6 The retention of the remaining existing accesses, including Sunley Close, ensures existing users will have safe access to Warren Road and the crossovers will be formalised to provide safe crossing for pedestrians. The junction with the access to the Church of Saint Francis of Sales is to be retained with a dropped footway providing safe pedestrian crossing.
- 6.7 Access to the Public Right of Way will be preserved and the route will continue east beyond the access to New Warren Farm as is currently the case. The temporary diversion or closure of the footpath will be necessary during the implementation of the works which would ordinarily be the case in these types of circumstances. This process would be formalised through a separate application prior to works commencing on site.
- 6.8 Ridge and Partners LLP have prepared Technical Highways supporting information with associated design and tracking drawings which expand upon these points.

Design

- 6.9 Warren Road will be retained along its existing, general east-west alignment. The proposed works will improve its appearance by formalising and consolidating both the carriageway and footways. This will provide a more legible section of highway for both vehicle users and pedestrians. The proposals have been designed to preserve existing landscaping. Only 3 no. Category C

trees are proposed for removal in the existing grass verge on the south side of the carriageway to allow the works to take place.

- 6.10 The works proposed to Andover Road, which have previously been discussed with West Berkshire Council, and agreed in principle, will improve the safety, operation and legibility of this section of the road, and make the identification of Warren Road clearer to those travelling along.

Impact on surrounding properties

- 6.11 The proposals will improve and enhance the relationship between Warren Road and Park House School. At present, the southern access to the school is visually discrete for both vehicle users and pedestrians. The location of the access will be retained but its presence will be more identifiable through the provision of footways leading to it. The new footways will improve this route into the school for pedestrians on approach from both the east and west. All existing landscaping and trees will be retained along the southern boundary of the school ensuring the existing environment within the school is preserved.
- 6.12 In addition, the improved carriageway will benefit the residential and other users to the south side of Warren Road. The widened carriageway will make access to those properties for vehicle users, including cyclists, safer and the presence of the definitive footway on either side of the carriageway will do the same for pedestrians.
- 6.13 The previous approval of a 4.8m widening to Warren Road, as set out in paragraph 6.2 above, demonstrates that the Council acknowledges and accepts that there will be some impact to the adjoining properties as a result of these

proposals. Some noise and disturbance will arise from the future use of Warren Road however, its use as a fourth access to the strategic allocation at Sandleford Park is encouraged through both adopted Policy and SPD. The setting and use of the southern access to Park House School will be enhanced through the inclusion of footways. The existing access arrangements to the residential properties will be maintained and the carriageway enhancements will benefit these users.

Loss of dwelling

- 6.14 The proposals will involve the loss of Warren House which is of no particular architectural or historic interest. The land upon which this dwelling stands will be made good and could form part of a future development proposal. In the context of delivering a road improvement scheme that will, in future, assist safe access to a Strategic Allocation for up to 2000 homes, the loss of a single dwelling is entirely acceptable and appropriate.

Trees and Landscape

- 6.15 The application is accompanied by a detailed Arboricultural Impact Assessment (AIA) together with Tree Schedule, Tree Constraints Plan and Tree Protection Plan. The proposal does not require the loss of any significant trees. Only 3 no. Category C trees are proposed for removal on the south side of the carriageway way and a Category C privet hedge on the north side of the carriageway. As such, the existing character of the Warren Road, with a row of large trees present along the north side, and others in the vicinity, will be preserved. Some works within the RPA's of on and off site retained trees are proposed, included those which are formally protected. Those works will be carried out using a

hang dig method to ensure the health of the root network serving those trees will be preserved. Further details are contained within the AIA accompanying the application.

Ecology and Biodiversity

- 6.16 The application site is not subject to any statutory or non-statutory ecological designations, has not been found to support protected species following survey and currently offers limited habitat opportunity. Existing trees are to be retained meaning they can continue to support existing unprotected species surrounding the site. There is evidence of bats in Warren House. As such, a licence will be required prior to demolition of that building. The Ecological Appraisal prepared by Aspect Ecology expands on these points.

Flooding and Drainage

- 6.17 The Application site is wholly contained within Flood Zone 1, and is not, therefore, at high risk of flooding. At present, Warren Road has a high point in the vicinity of Park Cottage. To the west of this the carriageway is surfaced and drains via road gullies to a sewer system. To the east, the road is unsurfaced and is drained via an 'over the edge' drainage arrangement into an existing ditch on the north side of the road. In approving Application ref: 17/00919/COND1 the Council accepted a drainage solution. This includes gullies being relocated to the amended kerbline with water then being conveyed to infiltration ponds within New Warren Farm. As per the previously approved scheme, the widened Warren Road would be offered for adoption, together with the drainage solution including ongoing maintenance. This represents a consolidated and enhanced drainage arrangement by comparison

to the current arrangement in line with the principles of Policy CS16 of the adopted Core Strategy.

7.0 Summary and Conclusions

- 7.1 Pegasus Group has prepared this Planning Statement on behalf of the Applicants, Donnington New Homes, to support an Application for enhancement and improvement works to Warren Road to widen the carriageway and provide new footways along the north and south sides. The enhanced Warren Road will provide a safe fourth access to the Strategic Allocation at Sandleford Park for all highway users. The delivery of this Allocation is underpinned by the Government's drive to provide more homes.
- 7.2 The principle of works to improve Warren Road is established by planning permission 14/02416/FUL, which was implemented through the partial demolition of Park Cottage.
- 7.3 The existing accesses along Warren Road will be retained and, in some cases, upgraded including the residential properties at the eastern end of the existing track, which will preserve access and amenity for those properties. In addition, they will benefit from improved access between Andover Road and their properties along a road provided to adoptable standards.
- 7.4 The application is accompanied by detailed Arboricultural and Ecological Assessments which demonstrate that the proposals are acceptable in respect of trees and ecology on and around the site.
- 7.5 The principle of an improved access to New Warren Farm is established by the earlier planning permission. The principle of an improved Warren Road to serve the strategic allocation is established by the LEP funding and encourage through Policy CS3, the Sandleford Park SPD and emerging Local Plan Review.



The proposed works will improve access for all road users and pedestrians and deliver a long term solution to access Sandlesford Park.