

Appendix 4a: Newbury Site Assessments

Spatial Area:	Newbury/Thatcham	Settlement:	Newbury	Parish:	Newbury
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Site ID:	NEW1	Site Address:	London Road Industrial Estate, Newbury
Use(s) proposed by site promoter	Residential-led mixed use development	Development Potential:	130-167 flats / 12,400sq m industrial floorspace / 18,600 sq m office floorspace

Recommendation:

The site is not recommended for allocation.

Justification:

The site is located in the existing town of Newbury, and within the settlement boundary where a presumption in favour of sustainable development exists. Newbury is an urban area with a wide range of services and opportunities for employment, community and education.

The site is currently a Protected Employment Area (PEA). The Council commissioned an Employment Land Review to support the Local Plan Review. This assesses all existing PEAs, including London Road Industrial Estate (LRIE), and concludes that it performs an important function in providing much utilised employment floorspace to the local economy and hence should continue to be safeguarded in the Local Plan Review (LPR). The LPR proposes to do this and also to rename these areas Designated Employment Areas. Any loss of employment floorspace in these areas is resisted.

The Sustainability Appraisal (SA) / Strategic Environmental Assessment indicates a predominantly neutral sustainability impact. There are a number of positive sustainability effects that developing the site would have, including maximising opportunities for all forms of safe and sustainable travel, improving the efficient use of land, and supporting a strong, diverse and sustainable economic base which meets identified needs. In addition, the site's sustainable location on the edge of Newbury town centre will encourage healthy lifestyles and use of sustainable means of transport.

There are also a number of neutral impacts that developing the site would have, along with two clear negative impacts; firstly access to community infrastructure is reduced due to the loss of the football ground and secondly in relation to ensuring adaptation measures are in place to respond to climate change, specifically in relation to sustainably managing flood risk to people, property and the environment. Over two thirds of the site is located in FZ3a. There is a high probability of fluvial and groundwater flooding across the site hence developing it would not be directing development to an area at least risk of flooding. As a result, the site is currently considered unviable for large scale residential development.

Discussion:

Site description:

The site is located on the edge of Newbury Town Centre and is currently occupied by a mixture of single and two storey light industrial, retail and office buildings, a former football club and its associated clubhouse. To the west the Site is bounded by the dual-carriage A339. To the south, the site is bounded by the River Kennet and the Kennet and Avon Canal, and to the south east by the Dairy Farm allotments. The site is bounded to the east by a number of light industrial sheds that are accessed from within the LRIE site via Ampere Road. To the north the site is bounded by a number of big-box retail units that front onto the dual-carriage A4 London Road.

HELAA conclusions:

Potentially developable in part. Parts of the site are within the functional floodplain as well as Flood Zone 3a and Flood Zone 2.

Landscape:

The site lies within the settlement of Newbury and development would be seen within the context of existing development.

Flood risk:

There is a high risk of flooding on the site – 65% is within Flood Zone 3a, 1% in Flood Zone 3b, and 20% in Flood Zone 2. This leaves just 14% of the site in an area with a low risk of flooding.

The Sequential Test must be satisfied. If the Sequential Test has been passed, then Table 3 of the NPPG gives details of appropriate flood risk vulnerability for each Flood Zone. For this site, if More Vulnerable

(residential) development is proposed within Flood Zone 3, or Highly Vulnerable development is proposed within Flood Zone 2, the Exception Test must be satisfied. A large proportion of the site is at high fluvial flood risk (>50% in Flood Zone 3) and flood depths are relatively deep, with a high flood hazard to people, therefore the site is unlikely to pass the Exception Test. As a result, the site is currently considered unviable for large scale residential development.

Highways / Transport:

Accesses exist onto the A4 and the A339. There are also good pedestrian and cycle links. In terms of local highway capacity, there would be an additional impact on the highway network from any use. Traffic from existing uses would be taken into account. The Councils Newbury VISSIM model would need to be used to assess the impact.

Heritage:

The site lies within the settlement of Newbury and development would be seen within the context of existing development. A very small section of the southern part of the site lies within Newbury Conservation Area. The Conservation Area lies adjacent to the western and part of the eastern site boundaries. There is the potential for harm, although given the mature trees along eastern boundary of Victoria Park and the intervening A339, the impact is likely to be minimal. Heritage Impact Assessment would be required.

Education:

Proposed development would have a 1 Form Entry impact. The Willows is the catchment school but the development is closer to Speenhamland, Winchcombe and St Joseph's. Newbury schools remain generally full and will struggle to mitigate any additional demand. New provision is planned and it is likely that this will be required to mitigate any additional development in Newbury. It is likely that any more significant development will need further new provision, depending on the timing of developments which will be key.

This would equate to a relatively modest secondary impact of around 16 pupils per year. Likely to be capable of being accommodated within existing plans for secondary expansion. However, cumulative numbers will be a problem and a number of modest developments will have a significant impact on Newbury, which has little capacity to expand.

Environmental Health:

The A4, A339, and Newbury Air Quality Management Area are nearby. There is a high risk of noise and vibration problems to future occupants from road and commercial uses, and high risk to current neighbours from commercial uses. Also high risk of contamination on site.

Ecology:

The site is within 0.5km of River Lambourn Special Area of Conservation. There is a risk of harmful impacts on Special Area of Conservation if adequate mitigation measures are not implemented. The site is also directly adjacent to the River Kennet Site of Special Scientific Interest. There is a substantial risk of harmful impacts on Site of Special Scientific Interest if adequate avoidance and mitigation measures are not implemented. It may be inappropriate to develop this site; detailed assessment is required.

Minerals and Waste:

Site entirely within a proposed Mineral Safeguarding Area. In these areas safeguarding policies will apply in order to prevent needless sterilisation of mineral resources. Minerals and Waste team state that consideration of extraction prior to any development would be encouraged.

Utility Services

Electricity Network:

SSE comment that there is a network of existing HV underground cable in close proximity of the site. It is likely that HV network reinforcement and secondary substation upgrade will be required. This is also dependent on capacity required at the time of connection.

Water supply:

Thames Water has commented that they have significant concerns regarding water supply services in relation to this site. Specifically, the water network capacity in this area is highly unlikely to be able to support the demand anticipated from this development. Significant water supply infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed water supply strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades can take around 18 months to 3 years to design and deliver.

Wastewater network:

Thames Water has commented that the scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s.

Gas network:

The site is not underlain by a high pressure gas transmission pipeline.

Other:

The site is currently a Protected Employment Area (PEA). The Council commissioned an Employment Land Review to support the Local Plan Review. This assesses all existing PEAs, including LRIE, and concludes that it performs an important function in providing much utilised employment floorspace to the local economy and hence should continue to be safeguarded in the Local Plan Review (LPR). The LPR proposes to do this and also to rename these areas Designated Employment Areas. Any loss of employment floorspace in these areas is resisted.

The site includes a football ground which is designated as an Asset of Community Value. No alternative provision has been identified.

Parish / Town Council:

No comments were received from Newbury Town Council.

SA/SEA summary:

There are a number of positive sustainability effects that developing the site would have including maximising opportunities for all forms of safe and sustainable travel, improving the efficient use of land, and supporting a strong, diverse and sustainable economic base which meets identified needs.

In addition, the site's sustainable location on the edge of Newbury town centre will encourage healthy lifestyles and use of sustainable means of transport.

There are also a number of neutral impacts that developing the site would have, along with two clear negative impacts; firstly access to community infrastructure is reduced due to the loss of the football ground and secondly in relation to ensuring adaptation measures are in place to respond to climate change, specifically in relation to sustainably managing flood risk to people, property and the environment. Over two thirds of the site is located in FZ3a. There is a high probability of fluvial and groundwater flooding across the site hence developing it would not be directing development to an area at least risk of flooding.

Availability:

Unknown. The site is in a single landownership. Existing businesses on site would need to be relocated. Further information required on detail of leases.

Achievability:

Potential cost factors - high risk of contamination on site. Achievability unknown on this basis.

Relationship to / in combination effects of other sites:

The site is located within Newbury where there is a presumption in favour of sustainable development and redevelopment of other sites eg. Market Street is occurring. Sites within settlement boundaries have not previously been allocated by the Council however proactively planning for redevelopment of a site of this scale enables appropriate infrastructure planning to occur.

Spatial Area:	Newbury/Thatcham	Settlement:	Newbury	Parish:	Newbury
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Site ID:	NEW3	Site Address:	Kennet Centre, Newbury
Use(s) proposed by site promoter	Residential-led mixed use development	Development Potential:	Approximately 250 dwellings, other uses unknown

Recommendation:
The site is recommended for allocation.

Justification:
The site is located in the existing town of Newbury, within the settlement boundary where a presumption in favour of sustainable development exists. It has a range of services and facilities on its doorstep. Newbury is an urban area with a wide range of services and opportunities for employment, community and education.

The Sustainability Appraisal (SA) / Strategic Environmental Assessment indicates a predominantly positive sustainability impact. The site is previously developed land and this has a significantly positive effect on the sustainability of the site. So too does the higher density which can be achieved on the site.

There are also a number of positive sustainability effects that developing the site would have, including maximising the provision of affordable housing in a sustainable location; improving health and reducing inequalities, improving access to community infrastructure; increasing opportunities for sustainable travel and improving air quality due to the potential for more journeys to be made by sustainable means. A number of impacts that developing the site would have also register as having a neutral impact.

In contrast there are no negative sustainability impacts that developing the site would have.

Discussion:

Site description:
The site is located within the centre of Newbury in a designated Town Centre Commercial Area. It is currently occupied by a shopping centre which also includes some leisure uses.

The site falls within the Newbury Conservation Area, and is bounded by Market Street to the south, Bartholomew Street to the west, and Cheap Street to the east. Retail, offices and residential uses surround the site.

HELAA conclusions:
Developable in part (years 6-10, 11-15).

Landscape: The site lies within the settlement of Newbury and development would be seen within the context of existing development. Care will however be needed due to the site's location within the historic settlement core.

Flood risk:
FZ1 = 40%
FZ2 = 60%
As per level 2 SFRA. Area of the north and centre of the site is at fluvial flood risk. Southern area located in FZ1 where fluvial flood risk is low. More vulnerable, i.e. residential, development should be sequentially located in FZ1.

Highways / Transport:
Access would need to be considered.

Heritage:
There are several Grade II Listed buildings adjacent to the site; 137-138 Bartholomew Street, 149 Bartholomew Street, 21-25 Market Place, 33-34 Cheap Street, and 35 Cheap Street.

The site is also located within Newbury Conservation Area. Heritage Impact Assessment will be required. Careful consideration of appropriate building heights and densities also required.

Education:
The site is within the catchment for St John the Ev. St Nicolas Primary School, which is located c.1km away from the site. Newbury schools remain generally full and will struggle to mitigate any additional demand. We

do have new provision planned and it is likely that this will be required to mitigate any additional development in Newbury. It is likely that any more significant development will need further new provision, depending on the timing of developments which will be key.

In terms of secondary provision, this would have a significant impact on Newbury provision which has reached its ability to accommodate more numbers. On its own this development is not large enough to justify a new school. It is more likely that Newbury/Thatcham will require additional secondary provision in some form and in a suitable location to serve both communities, or at least to allow existing provision to be adjusted.

Environmental Health:

Possible impact (noise / pollution) from nearby A339. However, with appropriate design and layout it is considered that the impacts should be minimised. Possible impact from nearby commercial premises on residential, e.g. odour, noise, vibration but again with appropriate design and layout impacts should be minimised.

Ecology:

Site within 1.5km of River Lambourn SAC and 0.5km of SSSI. Risk of harmful impacts on both without adequate mitigation. Up to date surveys required to establish current site conditions and presence of any protected species.

Minerals and Waste:

The site is entirely within proposed Mineral Safeguarding Area however no issues identified by Minerals and Waste regarding redevelopment of site.

Utility Services

Electricity Network:

SSE comment that there is a network of existing HV underground cable in close proximity of the site. It is likely that HV network reinforcement and secondary substation upgrade will be required. This is also dependent capacity required at the time of connection.

Water supply:

Thames Water has commented that the supply required for the proposed scale of development is a significant additional demand in the Water Resource area. Currently the mains that feed the Water Resource area are running close to or at capacity. Consequently it is likely that the developer will be required to fund an impact study of the existing infrastructure for the brownfield sites and smaller infill development in order to determine the magnitude of spare capacity and a suitable connection point. As set out in the Planning Policy Guidance, early contact with statutory undertakers is recommended.

Wastewater network:

Thames Water has commented that the scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan. The plan should determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s.

Gas network:

The site is not underlain by a high pressure gas transmission pipeline.

Other:

None.

Parish / Town Council:

No comments were received from Newbury Town Council.

SA/SEA summary:

There are a number of positive sustainability effects that developing the site would have, including improving accessibility to community infrastructure, maximising opportunities for all forms of safe and sustainable travel, improving the efficient use of land, and supporting a strong, diverse and sustainable economic base which meets identified needs. In addition, the site's very sustainable location in Newbury town centre will encourage healthy lifestyles and use of sustainable means of transport. In contrast there are no negative impacts that developing the site would have with a number of neutral impacts.

Availability:

The site is in a single landownership and is available immediately.

Achievability:

Tenancy agreements for units that are in occupation. Achievability unknown on this basis.

Relationship to / in combination effects of other sites:

The site is located within Newbury where there is a presumption in favour of sustainable development and redevelopment of other sites e.g. Market St. is occurring. Sites within settlement boundaries have not previously been allocated by the Council however proactively planning for redevelopment of a site of this scale enables appropriate infrastructure planning to occur.

Site Assessment

Spatial Area:	Newbury / Thatcham	Settlement:	Newbury	Parish:	Greenham
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Site ID:	GRE3	Site Address:	Land south of Newbury Racecourse
Use(s) proposed by site promoter	Residential and open space	Development Potential:	Approximately 161 dwellings

Recommendation:

The site is not recommended for allocation.

Justification:

The site is fairly well related to Newbury, though is disconnected from the built up area. The site has a low capacity for development due to the site being constrained and development would affect views and characteristics which would cause harm to the landscape. The site contributes positively to the provision of open space, and would connect well to the local GI network. There could be a negative impact on the setting of St Mary's Church, a Grade II* Listed Building, in the development's impact on the current open rural setting.

Traffic generated from the site is likely to use the A339 and pass through the area covered by an Air Quality Management Area at Queens Road, Greenham Road roundabout. There is a high risk of adverse impacts on ecology and biodiversity due to the presence of Ancient Woodland, priority habitats and priority species, and protected sites on and in close proximity to the site. Traffic modelling is required to establish whether the quantum of development can be accommodated and to understand the effects on the local highways network.

Overall, the site is likely to have a neutral effect on sustainability and the SA/SEA highlights some negative effects. Such negative effects relate to the impact on the character of the landscape and on heritage assets, air pollution, and efficient use of land appropriate to location and setting. Further investigation is required to ascertain the impact on the highway network and for ecological surveys to identify habitats and establish impact on the areas of Ancient Woodland.

Discussion:

Site description:

The site is located to the south-east of Newbury, adjacent to existing residential development at Pigeons Farm Road and Greyberry Copse Road and open space. It is approximately 2km from Newbury Town Centre, and a similar distance to the train station; and approximately 1km to Newbury Racecourse train station. The whole site area is 13.47ha, and is divided into two parcels of land. 6.52ha would be for residential development, and lies between the south of the racetrack at Newbury Racecourse, and Pigeons Farm Road. This land comprises 3 fields. 5.88ha would be for open space, adjacent to Lamtarra Way and St Mary's Church.

HELAA conclusions:

The site promoter has suggested 200-230 dwellings. Using the Pattern Book Study the number is approximately 161 dwellings. However, there are issues that may further reduce this number still. Potentially developable in part, subject to further assessment. Site is directly adjacent to an ancient woodland (Young Copse) and a Local Wildlife Site. Suitability of site depends on outcome of appropriate ecological surveys which would require avoidance or mitigation measures. Suitability of site subject to the outcome of landscape assessment. Suitability of site subject to providing more than one access to serve the site. Transport Assessment and using the Councils VISSIM model will be required to determine impact upon highway network. At the western site parcel ground levels fall away steeply to the north potentially limiting the developable area to maybe 50% of the site. The impact of development to the setting of nearby listed building would likely result in harm to the historic environment. Heritage Impact Assessment required. Development also dependent on settlement boundary review through the Local Plan Review.

Landscape:

The West Berkshire Landscape Character Assessment (2019) notes that, in this area, the pattern of fields, woodland, and commons separating settlements can give settlements an intimate and secluded feel, contrasting with the open nature of Greenham Common. New development will therefore need to integrate into the landscape.

Further landscape assessment has concluded that there is low capacity for development, and the sites have medium to high visual and landscape sensitivity. There are open views across the sites; has strong links with the surrounding woodland network including Young Copse, an Ancient Woodland; is part of the open landscape setting between Newbury and Greenham, and open countryside continuing to Greenham and beyond. The sites are separate from Newbury and Greenham by virtue of existing woodland and meadow area. The adjacent development in Greenham contains a very low density of development. There is likely to

be a loss of small fields of pasture and hedgerows which form a tapestry of agricultural land characteristic of the undeveloped Kennet Valley side; loss of the open rural setting to Greenham and of St Mary's Church; and degradation of the open rural setting of Young Copse. There is potentially a loss of open views to the southern edge across the lower Kennet Valley, and for users of Audrey's Meadow, the adjacent public right of way and views across St Mary's Church. There is potential amalgamation of Newbury with Greenham with further loss of their individual identity further to the west, by blocking the continuation of open land to the east; and would introduce high density development in proximity to Greenham with a low density rural settlement character where woodland is the overarching feature.

Flood risk:

The site lies within Flood Zone 1. There is a minor surface water flood flow route in a narrow band along the line of the ordinary watercourse running south to north through the eastern part of the larger site. There is no surface water flood issues for the smaller site. There is groundwater flood risk for the north tip of the larger site and the southern part of the smaller site. Groundwater is between 0.25m and 0.5m below the surface. There is a possibility of groundwater emerging at the surface locally. This will limit the use of infiltration Sustainable Drainage Systems in this area.

Highways / Transport:

Access from Greyberry Copse Road may be possible as adequate sight lines can be obtained. More than one access must be provided with links through the site. Access may not be possible from Rosyth Gardens as the public highway does not extend to the site boundary. Pedestrian and cycle links would be required.

In terms of the impact on highway capacity there is uncertainties over use of Burys Bank Road/New Road junction and land constraints including common land. Traffic modelling results would feed in to this assessment. Traffic would also be expected to and from the A339 with some access via Greenham Road and Burys Bank Road. With the Sandeford Park development significant highway improvements are planned for the A339, with plans to dual Pinchington Lane up to the Triangle roundabout.

A Transport Assessment and using the Councils VISSIM model will be required.

The nearest bus stop, on Greyberry Copse Road, is directly south of the larger site providing regular services between Newbury town centre, Tesco (Pinchington Lane), and Wash Common.

Newbury train station is approximately 2km from the site. Newbury Racecourse station is approximately 1km from the site. Both provide regular 30-60 minutes services between Bedwyn, Reading, and London Paddington, bolstered in peak times.

Heritage:

St Mary's Church, located directly adjacent to the smaller site is Grade II* Listed. There is potential for significant harm to the setting of the Listed Building, by virtue of harm to its open rural setting. Mill Hall School to the south of the larger site is Grade II* Listed, and nearby Mews Cottage, Pigeons Farm Road is Grade II Listed. A Heritage Impact Assessment is required.

There is evidence of medieval and post medieval agricultural systems, and possibly some prehistoric evidence. Field evaluation is required to investigate archaeological resource.

Education:

The site is within the catchment for The Willows primary school, which is approximately 1.2km from the site. Newbury primary schools remain generally full and will find it difficult to mitigate any additional demand. Significant development may need further new provision, depending on the timing of developments. Extended Phase 1 Habitat Surveys required.

In terms of secondary provision, the school is within the catchment for the Park House School which is located approximately 3.8km away. It is unlikely that existing provision could expand to mitigate this impact as there is already demographic growth to accommodate, plus there may not be land available. The growth with that of Sandeford Park's development could be factored in together though this requires further assessment, factoring in timing of housing delivery.

Environmental Health:

The site is close to Newbury Air Quality Management Area (A339/Greenham Road roundabout). It is likely that residents would travel through the AQMA. Effective travel planning for the residents may aid in reducing exposure in this area, and in this accessible location should be achievable.

Possible risk of Particulate Matter and Nitrogen Dioxide from construction and operational impacts.

There is a medium risk of contamination on the site. There is a medium risk of noise and vibration problems to future occupants from commercial use.

Ecology:

The site lies within a Biodiversity Opportunity Area, has two areas of Ancient Woodland within 500m of the site, has priority habitats within and near to the site, and has European protected species, priority species, a Statutory site, Site of Special Scientific Interest risk impact zone, and several Local Wildlife Sites within 500m of the site.

High risk of adverse nature conservation impact identified by the Thames Valley Environmental Research Centre. Further assessment and up to date ecological surveys will be required to establish current site conditions, and necessary mitigation, avoidance, and enhancement measures.

There needs to be consideration of the impact of additional population on Greenham Common, a Site of Special Scientific Interest. The site is within 1km of Kennet and Lambourn Floodplain Special Area of Conservation, and mitigation measures may be required to avoid harmful impacts.

Minerals and Waste:

Two thirds of the site lies within the existing Mineral Safeguarding Area, and one third within the proposed Mineral Safeguarding Area. A Mineral Resource Assessment will be required. Safeguarding policies apply to prevent the needless sterilisation of mineral resources and consideration of extraction prior to any development is encouraged.

Utility Services*Water supply*

Thames Water have commented they have significant concerns regarding water supply services in relation to this site. Specifically, the water network capacity in this area is highly unlikely to be able to support the demand anticipated from this development. Significant water supply infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. A detailed water supply strategy informing what infrastructure is required, where, when and how it will be delivered is required.

Wastewater network

The scale of development is likely to require upgrades to the wastewater network. Thames Water have advised that the Developer and the Local Planning Authority should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan.

Electricity distribution:

There is a network of existing high voltage (HV) underground cable in close proximity of the site. It is likely that HV network reinforcement and secondary substation upgrade will be required.

It is likely that HV network reinforcement and secondary substation upgrade will be required. Additionally, there may be a need for the reinforcement of the primary and 33kV circuits supplying this primary substation.

Gas network:

The site is not underlain by a high pressure gas transmission pipeline.

Other:

None.

Parish / Town Council:

No comments have been received from Greenham Parish Council and Newbury Town Council.

SA/SEA summary:

The Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA) indicates that a predominately neutral sustainability impact, with development both positively and negatively affecting some headline SA objectives. In particular the site would enable housing to be delivered in a sustainable location; to support a healthy and active lifestyle and enhancement of Green Infrastructure, by way of links to existing open space and play equipment, and the provision of open space; using best use of land; and to factor in the principles of climate change. The impact on the landscape and likely density of development could have a negative impact on the character, distinctiveness, and rural nature of the locality, and on the setting of St Mary's Church, a Grade II* Listed Building. There could be negative impacts on ecology, considering the impacts on the Ancient Woodland and priority species and habitats; and on surface water flood risk. The traffic generated from the site using the A339 through the AQMA (Greenham Road/Queens Road, St Johns roundabout) is a negative effect, and thus travel planning will be required.

Availability:

The site is in single landownership and is available immediately.

Achievability:

There are no legal constraints.

Relationship to / in combination effects of other sites:

Two other sites are promoted in this part of Greenham (GRE6 Land adjacent to New Road Newbury) and GRE10 (Land south of Pigeons Farm Road). GRE6 is recommended for allocation, and GRE10 is identified as 'developable' but is not recommended for allocation. For GRE10 this is primarily due to the impact on the character of the area and wider landscape. There may be a combination of effects of the development of the site and Sandford Park, as highlighted in the transport and education comments, which require consideration to the timing of development.

Site Assessment

Spatial Area:	Newbury / Thatcham	Settlement:	Newbury	Parish:	Greenham
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Site ID:	GRE6	Site Address:	Land adjacent to New Road, Newbury
Use(s) proposed by site promoter	Residential and open space	Development Potential:	10 dwellings

Recommendation:

The site is recommended for allocation.

Justification:

The site is well related to the existing town of Newbury. It is in close proximity to a range of services and facilities, with good connections via public rights of way to transport modes. A more limited development would be appropriate given the context of the site, its relationship with the existing settlement and settlement pattern, and its proximity to countryside and an area of Ancient Woodland adjacent to the site. Overall the site is likely to have a neutral effect on sustainability and the SA/SEA does not highlight any significant sustainability effects.

Issues which need resolving relate to finding an acceptable access point, and further information would be required on ecology and impact on the Ancient Woodland. Effective transport planning is required to counter the effects on residents looking to travel via the A339, part of which is an AQMA. There is also surface water and ground water flood risk which requires careful design.

Discussion:

Site description:

The site is located to the south-east of Newbury, adjacent to existing residential development and open space. The site is greenfield land, with woodland to the south and west. It is approximately 1.5km from Newbury Town Centre, and a similar distance to the railway station. The whole site area is 1.05ha, and forms a triangular shape.

HELAA conclusions:

Potentially developable in part. Ancient Woodland adjoins western and southern boundary, and therefore buffers required.

Landscape:

The West Berkshire Landscape Character Assessment (2019) notes that, in this area, the pattern of fields, woodland, and commons separating settlements can give settlements an intimate and secluded feel, contrasting with the open nature of Greenham Common. New development will therefore need to integrate into the landscape, and there is an opportunity to enhance the urban-rural interface in this area.

Development to the northern part of the site, with open space to the south, would, in principle, look to be in line with the existing rhythm of development in the locality.

Flood risk:

The site lies within Flood Zone 1. There is a surface water flood risk affecting the south eastern part of the site. The surface of the site is wet and boggy and this could indicate other at-surface water flows. Flood attenuation measures may prove difficult. Careful design would therefore be required to mitigate any effects.

Highways / Transport:

Access into the site would be from New Road, which may require upgrading, and the existing pinch point amending.

No significant impact expected on local highway capacity.

The nearest bus stop, on Westwood Road, is approximately 60m from the site, providing regular services between Newbury town centre and Tesco (Pinchington Lane).

Newbury train station is approximately 1.5km from the site. Newbury Racecourse station is approximately 1.2km from the site. Both provide regular 30-60 minutes services between Bedwyn, Reading, and London Paddington, bolstered in peak times.

Heritage:

There are no designated heritage assets within or adjacent to the site. St Mary's Church, located to the south of the site is Grade II* Listed. There are cropmarks of medieval field systems which may indicate medieval potential on the site. A desk-based assessment has been undertaken for nearby land and further field evaluation was recommended. It is therefore likely that an assessment would be needed on this site.

Education:

The site is within the catchment for The Willows primary school, which is approximately 600m from the site. The scale of the development would be absorbed into the catchment population.

In terms of secondary provision, the school is within the catchment for the Park House School which is located approximately 4km away. This development could be incorporated into the existing catchment population.

Environmental Health:

The site is close to Newbury Air Quality Management Area (A339/Greenham Road roundabout). It is likely that residents would travel through the AQMA. Effective travel planning for the residents may aid in reducing exposure in this area, and in this accessible location should be achievable.

Significant risk of Particulate Matter and Nitrogen Dioxide. However, with appropriate design and layout it is considered that the impacts should be minimised.

There is a medium risk of contamination on the site. There is a low risk of noise and vibration problems to future occupants.

Ecology:

The site lies within a Biodiversity Opportunity Area, has two areas of Ancient Woodland within 500m of the site, has priority habitats within and near to the site, and has European protected species, priority species, a Statutory site, SSSI impact zone, and two Local Wildlife Sites within 500m of the site. Extended Phase 1 Habitat Surveys required.

Medium risk of adverse nature conservation impact identified by the Thames Valley Environmental Research Centre. Further assessment will be required to determine the necessary mitigation and enhancement measures.

Minerals and Waste:

The site lies within the existing Mineral Safeguarding Area. Safeguarding policies will apply in order to prevent needless sterilisation of mineral resources and consideration of extraction prior to any development would be encouraged. A Minerals Impact Assessment will be required.

Utility Services*Water supply*

Thames Water have commented that on the information available to date they do not envisage infrastructure concerns regarding water supply capability in relation to this site.

Wastewater network

The scale of development is likely to require upgrades to the wastewater network. Thames Water have advised that the Developer and the Local Planning Authority should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan.

Electricity distribution:

There is a network of existing high voltage (HV) underground cable in close proximity of the site. It is likely that HV network reinforcement and secondary substation upgrade will be required.

It is likely that HV network reinforcement and secondary substation upgrade will be required. Additionally, there may be a need for the reinforcement of the primary and 33kV circuits supplying this primary substation.

Gas network:

The site is not underlain by a high pressure gas transmission pipeline.

Other:

None.

Parish / Town Council:

No comments have been received from Greenham Parish Council and Newbury Town Council.

SA/SEA summary:

The Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA) indicates that a predominately neutral sustainability impact, with development positively affecting some headline SA objectives. In particular the site would enable housing to be delivered in a sustainable location; to support a healthy and active lifestyle and enhancement of Green Infrastructure, by way of links to existing open space and play equipment, and the provision of open space; using best use of land; and to factor in the principles of climate change. Factors requiring further investigation include further ecological work, to consider the impacts on the Ancient Woodland and priority species and habitats; and on surface water flood risk. The traffic generated from the site using the A339 through the AQMA (Greenham Road/Queens Road, St Johns roundabout) is a negative effect, and thus travel planning will be required.

Availability:

The site is in single landownership and is available immediately. A developer has an option on the land.

Achievability:

There are no legal constraints.

Relationship to / in combination effects of other sites:

Two other sites are promoted in this part of Greenham (GRE3 Land south of Newbury Racecourse and GRE10 Land south of Pigeons Farm Road). The sites were assessed as being 'developable' or 'developable in part' subject to further consideration of the impact on the landscape. Such sites are not recommended for allocation, primarily due to the impact on the character of the area and wider landscape. GRE3 in particular, especially when taken cumulatively with the remaining sites, would introduce a large scale development in an important part of the wider countryside and rural setting to Greenham.

Site Assessment

Spatial Area:	Newbury / Thatcham	Settlement:	Newbury	Parish:	Greenham
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Site ID:	GRE10	Site Address:	Land east of Pigeons Farm Road Greenham
Use(s) proposed by site promoter	Residential and open space	Development Potential:	Approximately 15 dwellings

Recommendation:

The site is not recommended for allocation.

Justification:

The site is fairly well related to Newbury, and adjacent to the existing settlement at Greenham. The site, although is in close proximity to a range of services and facilities, is served by public transport, and can make use of existing connections to encourage non-car travel, introduces residential development where none currently exists, and would not follow the existing rhythm of development. The site is on top of a ridgeline and reads as part of the setting of the golf course and adjacent recreation ground, and the wider rural character and Greenham Common.

Overall the site is likely to have a neutral effect on sustainability and the SA/SEA does not highlight any significant sustainability effects. Further investigation is needed to establish the impacts on ecology.

Discussion:

Site description:

The site is located to the south-east of Newbury, adjacent to existing residential development at Pigeons Farm Road and Burys Bank Road. The site is part of the golf club and lies adjacent to a recreation ground to the east and an area of trees to the west. The site is mostly bounded by trees. The site is approximately 2.5km from Newbury Town Centre, and 2.4km to the train station; and approximately 2km to Newbury Racecourse train station. The whole site area is 1.24ha.

HELAA conclusions:

Using the Pattern Book Study approximately 33 dwellings could be accommodated on site. The site promoter has suggested 15 dwellings, and this lower figure is used as the estimated development potential. The site is potentially developable.

Landscape:

The West Berkshire Landscape Character Assessment (2019) notes that, in this area, the pattern of fields, woodland, and commons separating settlements can give settlements an intimate and secluded feel, contrasting with the open nature of Greenham Common. New development will therefore need to integrate into the landscape.

The site does not relate well to the existing settlement, introducing residential development to the south-east of Pigeons Farm Road where none currently exists. The site currently forms an extension to the golf course, and its character and appearance is read in a countryside setting which extends into Greenham Common. Development would not be integrated into the landscape and goes against the grain of existing residential development in this location.

Flood risk:

The site lies within Flood Zone 1. There is no surface water or groundwater flood risk. Groundwater levels are more than 5m below ground level.

Highways / Transport:

No significant impact is expected on how the site is accessed or upon local highway capacity.

The nearest bus stop, on Greyberry Copse Road, is directly south of the larger site providing regular services between Newbury town centre, Tesco (Pinchington Lane), and Wash Common.

Newbury train station is approximately 2.4km from the site. Newbury Racecourse station is approximately 2km from the site. Both provide regular 30-60 minutes services between Bedwyn, Reading, and London Paddington, bolstered in peak times.

Heritage:

Mill Hall School to the east of the site is Grade II* Listed, and nearby Mews Cottage, Pigeons Farm Road is Grade II Listed. The site is separated by the recreation ground

Parkland features and planting may be of archaeological interest. Field evaluation is required to investigate archaeological resource.

Education:

The site is within the catchment for The Willows primary school, which is approximately 1km from the site. The scale of development would be absorbed into the catchment population.

In terms of secondary provision, the school is within the catchment for the Park House School which is located approximately 3km away. The scale of development is likely to be accommodated within the existing infrastructure in this area.

Environmental Health:

Development is unlikely to result in adverse impact or worsening of air quality.

There is a low risk of contamination on the site. There is a low risk of noise and vibration problems.

Ecology:

The site lies within a Biodiversity Opportunity Area, has Ancient Woodland within 500m of the site, has priority habitats within and near to the site, and has European protected species, priority species, a Statutory site, Site of Special Scientific Interest risk impact zone, and Local Wildlife Sites within 500m of the site. Extended Phase 1 Habitat Surveys required.

Medium risk of adverse nature conservation impact identified by the Thames Valley Environmental Research Centre. Further assessment and up to date ecological surveys will be required to establish current site conditions, and necessary mitigation, avoidance, and enhancement measures.

Habitat Regulation Assessment may be required to establish impact on Special Area of Conservation.

Minerals and Waste:

The site lies within the proposed Mineral Safeguarding Area. A Mineral Resource Assessment may be required. Safeguarding policies apply to prevent the needless sterilisation of mineral resources and consideration of extraction prior to any development is encouraged.

Utility Services*Water supply*

Thames Water comments that they do not envisage infrastructure concerns regarding water supply capability to the site.

Wastewater network

Thames Water comment that they do not envisage infrastructure concerns regarding wastewater infrastructure capability to the site.

Electricity distribution:

There is a network of existing high voltage (HV) underground cable in close proximity of the site. It is likely that HV network reinforcement and secondary substation upgrade will be required.

It is likely that HV network reinforcement and secondary substation upgrade will be required. Additionally, depending on the total load requested there may be a need for the reinforcement of the primary and 33kV circuits supplying this primary substation.

Gas network:

The site is not underlain by a high pressure gas transmission pipeline.

Other:

None.

Parish / Town Council:

No comments have been received from Greenham Parish Council and Newbury Town Council.

SA/SEA summary:

The Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA) indicates that a predominately neutral sustainability impact, with development both positively and negatively affecting some headline SA objectives. In particular the site would enable housing to be delivered in a sustainable location; to support a healthy and active lifestyle and enhancement of Green Infrastructure, by way of links to existing open space and play equipment, and the provision of open space; using best use of land; and to factor in the principles of climate change. The site would not have an effect on highway capacity, or flood risk. Development of the site may not integrate well into the existing landscape and residential built form, as it introduces residential development to the south-east of the road, in an area which is currently read as part of the wider rural landscape and Greenham Common beyond. Further information would be require to establish the impact on ecology.

Availability:

The site is in single landownership and is available immediately.

Achievability:

There are no legal constraints.

Relationship to / in combination effects of other sites:

Two other sites are promoted in this part of Greenham (GRE3 Land south of Newbury Racecourse and GRE6 Land adjacent to New Road Newbury). GRE6 is recommended for allocation, and GRE10 is identified as 'developable' but is not recommended for allocation. For GRE3 this is primarily due to the impact on the character of the area and wider landscape, and for ecological reasons.

Site Assessment

Spatial Area:	Newbury / Thatcham	Settlement:	Newbury	Parish:	Greenham
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Site ID:	GRE10	Site Address:	Land east of Pigeons Farm Road Greenham
Use(s) proposed by site promoter	Residential and open space	Development Potential:	Approximately 15 dwellings

Recommendation:

The site is not recommended for allocation.

Justification:

The site is fairly well related to Newbury, and adjacent to the existing settlement at Greenham. The site, although is in close proximity to a range of services and facilities, is served by public transport, and can make use of existing connections to encourage non-car travel, introduces residential development where none currently exists, and would not follow the existing rhythm of development. The site is on top of a ridgeline and reads as part of the setting of the golf course and adjacent recreation ground, and the wider rural character and Greenham Common.

Overall the site is likely to have a neutral effect on sustainability and the SA/SEA does not highlight any significant sustainability effects. Further investigation is needed to establish the impacts on ecology.

Discussion:

Site description:

The site is located to the south-east of Newbury, adjacent to existing residential development at Pigeons Farm Road and Burys Bank Road. The site is part of the golf club and lies adjacent to a recreation ground to the east and an area of trees to the west. The site is mostly bounded by trees. The site is approximately 2.5km from Newbury Town Centre, and 2.4km to the train station; and approximately 2km to Newbury Racecourse train station. The whole site area is 1.24ha.

HELAA conclusions:

Using the Pattern Book Study approximately 33 dwellings could be accommodated on site. The site promoter has suggested 15 dwellings, and this lower figure is used as the estimated development potential. The site is potentially developable.

Landscape:

The West Berkshire Landscape Character Assessment (2019) notes that, in this area, the pattern of fields, woodland, and commons separating settlements can give settlements an intimate and secluded feel, contrasting with the open nature of Greenham Common. New development will therefore need to integrate into the landscape.

The site does not relate well to the existing settlement, introducing residential development to the south-east of Pigeons Farm Road where none currently exists. The site currently forms an extension to the golf course, and its character and appearance is read in a countryside setting which extends into Greenham Common. Development would not be integrated into the landscape and goes against the grain of existing residential development in this location.

Flood risk:

The site lies within Flood Zone 1. There is no surface water or groundwater flood risk. Groundwater levels are more than 5m below ground level.

Highways / Transport:

No significant impact is expected on how the site is accessed or upon local highway capacity.

The nearest bus stop, on Greyberry Copse Road, is directly south of the larger site providing regular services between Newbury town centre, Tesco (Pinchington Lane), and Wash Common.

Newbury train station is approximately 2.4km from the site. Newbury Racecourse station is approximately 2km from the site. Both provide regular 30-60 minutes services between Bedwyn, Reading, and London Paddington, bolstered in peak times.

Heritage:

Mill Hall School to the east of the site is Grade II* Listed, and nearby Mews Cottage, Pigeons Farm Road is Grade II Listed. The site is separated by the recreation ground

Parkland features and planting may be of archaeological interest. Field evaluation is required to investigate archaeological resource.

Education:

The site is within the catchment for The Willows primary school, which is approximately 1km from the site. The scale of development would be absorbed into the catchment population.

In terms of secondary provision, the school is within the catchment for the Park House School which is located approximately 3km away. The scale of development is likely to be accommodated within the existing infrastructure in this area.

Environmental Health:

Development is unlikely to result in adverse impact or worsening of air quality.

There is a low risk of contamination on the site. There is a low risk of noise and vibration problems.

Ecology:

The site lies within a Biodiversity Opportunity Area, has Ancient Woodland within 500m of the site, has priority habitats within and near to the site, and has European protected species, priority species, a Statutory site, Site of Special Scientific Interest risk impact zone, and Local Wildlife Sites within 500m of the site. Extended Phase 1 Habitat Surveys required.

Medium risk of adverse nature conservation impact identified by the Thames Valley Environmental Research Centre. Further assessment and up to date ecological surveys will be required to establish current site conditions, and necessary mitigation, avoidance, and enhancement measures.

Habitat Regulation Assessment may be required to establish impact on Special Area of Conservation.

Minerals and Waste:

The site lies within the proposed Mineral Safeguarding Area. A Mineral Resource Assessment may be required. Safeguarding policies apply to prevent the needless sterilisation of mineral resources and consideration of extraction prior to any development is encouraged.

Utility Services*Water supply*

Thames Water comments that they do not envisage infrastructure concerns regarding water supply capability to the site.

Wastewater network

Thames Water comment that they do not envisage infrastructure concerns regarding wastewater infrastructure capability to the site.

Electricity distribution:

There is a network of existing high voltage (HV) underground cable in close proximity of the site. It is likely that HV network reinforcement and secondary substation upgrade will be required.

It is likely that HV network reinforcement and secondary substation upgrade will be required. Additionally, depending on the total load requested there may be a need for the reinforcement of the primary and 33kV circuits supplying this primary substation.

Gas network:

The site is not underlain by a high pressure gas transmission pipeline.

Other:

None.

Parish / Town Council:

No comments have been received from Greenham Parish Council and Newbury Town Council.

SA/SEA summary:

The Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA) indicates that a predominately neutral sustainability impact, with development both positively and negatively affecting some headline SA objectives. In particular the site would enable housing to be delivered in a sustainable location; to support a healthy and active lifestyle and enhancement of Green Infrastructure, by way of links to existing open space and play equipment, and the provision of open space; using best use of land; and to factor in the principles of climate change. The site would not have an effect on highway capacity, or flood risk. Development of the site may not integrate well into the existing landscape and residential built form, as it introduces residential development to the south-east of the road, in an area which is currently read as part of the wider rural landscape and Greenham Common beyond. Further information would be require to establish the impact on ecology.

Availability:

The site is in single landownership and is available immediately.

Achievability:

There are no legal constraints.

Relationship to / in combination effects of other sites:

Two other sites are promoted in this part of Greenham (GRE3 Land south of Newbury Racecourse and GRE6 Land adjacent to New Road Newbury). GRE6 is recommended for allocation, and GRE10 is identified as 'developable' but is not recommended for allocation. For GRE3 this is primarily due to the impact on the character of the area and wider landscape, and for ecological reasons.

Site Assessment

Spatial Area:	Newbury/Thatcham	Settlement:	Newbury	Parish:	Cold Ash and Shaw-cum-Donnington
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Site ID:	CA15	Site Address:	Land at Long Lane, North of Highwood Close and Shaw Cemetery
Use(s) proposed by site promoter	Residential	Development Potential:	Up to 351 dwellings but known issues exist which may reduce this number

Recommendation:

The site is not recommended for allocation

Justification:

The site is well related to Newbury with its comprehensive range of services and facilities. Overall the site is likely to have a neutral effect on sustainability and the SA/SEA does not highlight any significant sustainability effects.

Issues which would need to be resolved relate to highways and access and further information would be required on ecology, heritage and landscape. As the site is at risk of surface water flooding the site may be developable only in part and attenuation measures would need to be incorporated into the development.

Development of this site would require access from the B4009 to the A339 and should therefore be considered as part of a future potential strategic site to the north of Newbury to ensure the most sustainable outcomes. A further strategic site at Newbury would be a consideration for a future review of the Local Plan.

Discussion:

Site description:

The site lies adjacent to the Newbury settlement boundary on both sides of the B4009. It is greenfield agricultural land. To the east of the B4009 the site lies to the north of Shaw Cemetery and to the west, it is adjacent and to the north of residential development at Highwood Close. The site is part of a wider agricultural area with Highwood Farm immediately adjacent to the west of the site.

HELAA conclusions:

Potentially developable. Issues relating the access and local highway capacity and high surface water and groundwater flood risk on parts of site. Further information required on ecology and landscape.

Landscape:

The site, which is on relatively low ground, is open with little sense of seclusion, however it is enclosed by woodland along the western and eastern boundaries. The cemetery means that the eastern parcel of land is not physically adjacent to existing development. There is also a row of mature trees screening the cemetery from the eastern parcel of land. Further assessment is required to determine if development might be acceptable

Flood risk:

High surface water flood risk for north part of west site and south part of east site. Some potential for attenuation measures to control the surface water flood flow route but will involve significant engineering work and will significantly reduce developable area. High groundwater flood risk with groundwater 0-0.25m below surface and chance of emergence at significant rates over most of the site. This will prevent use of infiltration for Sustainable Drainage Systems

Highways / Transport:

This site will only be supported by Highways if provision of a through route from the B4000 to the A339 is provided. The link would assist in taking traffic away from the B4009 and the A4 / A339 / B409 Robin Hood Gyratory and the B4009 / Kiln Road mini roundabouts. The line of former DNS railway line should be retained for a potential footway / cycle route.

Heritage:

The site may lie within the extent of the 2nd Battle of Newbury. Desk-based assessment to better understand archaeological potential and survival recommended.

Education:

Newbury primary schools remain generally full and will struggle to mitigate additional demand, though new provision is planned. Likely that any more significant development will need further new provision, depending on timing of development. Secondary impact could probably be accommodated within existing plans for secondary expansion but cumulative numbers could create problem.

Environmental Health:

Low risk of noise/pollution.

Ecology:

The site is within 500 m of 3 areas of ancient woodland, priority habitat and 3 Local Wildlife Sites. It is also within 1km of an SSSI and the River Lambourn SAC with risk of harmful impacts if adequate mitigation measures are not implemented. Ecological surveys would therefore be needed to establish current site conditions and the presence of any protected species.

Minerals and Waste:

No impact

Utility Services

Water supply: Thames Water has significant concerns regarding water supply services in relation to this site. The water network capacity in this area is highly unlikely to be able to support the demand anticipated from this development. Significant water supply infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. The developer should be required to provide a detailed water supply strategy informing what infrastructure is required, where, when and how it will be delivered.

Electricity distribution: SSSE: There is a network of existing HV underground cable in close proximity of the site. It is likely that HV network reinforcement and secondary substation upgrade will be required.

Other: None

Parish / Town Council:

Cold Ash: Site could create flooding and traffic problems but if suitably mitigated believe a moderate, contained development might be suitable, principally as it would not place as much traffic pressure on Ashmore Green and Cold Ash. With a link to the A339 it would help balance the increased impact away from the Thatcham urban area.

Shaw-cum-Donnington: Not preferred due to flooding issues and lack of road infrastructure. The B4009 is a narrow winding road, with no pavement for most of its length, which is not suitable for additional traffic. Both east and west land parcels are active farming fields and subject to severe flooding, which travels east from the western side (hilly) across the B4009, then floods down into Shaw Cemetery and so to Wellington Close and Cromwell Rd. In addition, this has also flooded some gardens in Highwood Close. The combined development would detract from the pleasant access to Newbury and push the urban environment along the B4009.

SA/SEA summary:

Overall the site is likely to have a neutral effect on sustainability and the SA/SEA does not highlight any significant sustainability effects. The site is close to local services and facilities with opportunities for walking, cycling, and use of public transport which could have a positive effect in terms of sustainability. Development also has the potential to negatively impact upon environmental sustainability due to the site being greenfield and Grade 2 agricultural land.

Development may have an impact upon flood risk due to parts of the site being at risk of surface water flooding and there being high groundwater levels. Avoidance of development in the areas at risk will be necessary and SuDS will reduce the impact.

Development may have an impact on the built environment. Further assessment required to fully assess the impact.

There will be several positive impacts upon the environmental sustainability of the site. The site sits within a Biodiversity Opportunity Area and biodiversity enhancements and net gain will be sought through LPR policy SP11.

The estimated development potential on the site means that affordable housing need to be provided and the development potential would enable be a mix of housing type and tenure.

The development of the site for housing will have a neutral effect on economic sustainability. Whilst housing development contributes towards economic development in the short term through the construction of the site, it is not seen to promote key business sectors and business development in the longer term.

Availability:

Land in 2 ownerships and identified by promoter as immediately available.

Achievability:

The Council's Highways Team have identified that a route is required from the B4009 to the A339. They will only support the site if this is delivered. Achievability unknown.

Relationship to / in combination effects of other sites :

Development of this site would require access from the B4009 to the A339 and should therefore be considered as part of a future potential strategic site to the north of Newbury which would require comprehensive master planning.

Spatial Area:	Newbury/ Thatcham	Settlement:	Newbury	Parish:	Shaw cum Donnington
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Site ID:	SCD4	Site Address:	Land north of Newbury
Use(s) proposed by site promoter	Residential-led mixed use	Development Potential:	Up to 815 dwellings but known issues exist which may reduce this number

Recommendation:

The site is not recommended for allocation

Justification:

The site is fairly well related to Newbury with its comprehensive range of services and facilities. Overall the site is likely to have a neutral effect on sustainability and the SA/SEA does not highlight any significant sustainability effects.

Issues which would need to be resolved relate particularly to highways and access and further information would be required on ecology, heritage and landscape. As the site is at risk of surface water flooding attenuation measures would need to be incorporated into any development. Development would need to be avoided in the areas at risk.

Development of this site should be considered as part of a future potential strategic site to the north of Newbury in order to ensure the most sustainable outcomes. Development would require access from the B4009 to the A339. A further strategic site at Newbury would be a consideration for a future review of the Local Plan.

Discussion:

Site description:

The site lies to the north of Newbury, a large area of some 40ha, in agricultural use. Most of the site lies to the east of the A339, to the north of the Vodafone site and residential development at Kingsley Close, where it adjoins site CA15. The part of the site to the west of the A339 lies to the north east of Donnington and is adjacent to the Donnington settlement boundary only on the south west corner of the site.

There is planning permission, granted at appeal, for development of up to 401 homes plus a school, immediately to the south of the western part of the site, on both sides of the A339, with access from the roundabout on the A339.

HELAA conclusions:

Potentially developable in part. Highways concerns, particularly if the access for the eastern land parcel via The Connection is not upgraded from a private road to adoptable standards, and a route through CA15 to the B4009 is not provided. Further landscape assessment and ecological surveys required.

Landscape:

The site lies within the Winterbourne Farmed Chalk Mosaic (FC4). This is generally a large open and gently rolling landscape. Development of the site would be highly visible on the approach to and exit from Newbury on the A339. Further landscape work required.

Flood risk:

Site is within Flood Zone 1 at low probability of fluvial flood risk. High risk of surface water flood for north east quadrant of western site and central & western part of eastern site. High to medium groundwater flood risk. Both surface water and groundwater flood risk have been designed for in an adjacent permitted development site.

Highways / Transport:

Access via the Connection, a private road, seriously inhibits development of site. Highway Officers consider that a route through CA15 to the B4009 would need to be provided. Concern regarding a greater impact on the Robin Hood Gyratory. It is probably not possible to increase the capacity of the gyratory any further. Any development of this larger site would need a Transport Assessment and use of the Newbury VISSIM model. A Transport Assessment required to understand the cumulative impact on the strategic road network.

Heritage:

Development would harm the setting of Grade II Listed barn at Shaw Farm. A Historic Impact Assessment will therefore be needed to establish the historic significance of the building within its wider setting. The site may lie within the extent of the 2nd Battle of Newbury. Has already been a programme of fieldwalking and evaluation over much but not all of this site: further work will be necessary, either to assess parts which have not had evaluation or to mitigate impact on development on known archaeological features

Education:

Shaw cum Donnington primary school would not be able to mitigate impact of this development as site is landlocked. Development would have a significant impact on secondary school provision in Newbury but is not enough to justify a new school on its own. Timing will be key and housing that is planned for much later in the plan period may be better accommodated if demographic numbers do fall - but this is by no means certain. May be longer term requirement for additional secondary provision for Newbury/Thatcham.

Environmental Health:

Site is adjacent to A339 – high risk of noise and vibration and medium risk of contamination. Impacts would need to be mitigated.

Ecology:

Site is within 0.5 km of the River Lambourn SAC, at least one SSSI, Anciet Woodland, Local Wildlife Sites and with priority habitats within the site and within a 500m radius. There European protected species and priority species within 500m. Ecological surveys will be needed to establish current site conditions, the presence of any protected species at the site, and if there are mitigation and avoidance measures.

Minerals and Waste:

Small part of site (north east of eastern parcel) within existing Mineral Safeguarding Area. Small areas of both parcels within proposed Mineral Safeguarding Areas. Consideration of mineral/waste safeguarding issues is required. Safeguarding policies apply in order to ensure development does not prevent or prejudice the operation of the safeguarded infrastructure.

Utility Services

Water supply:

Thames Water has significant concerns regarding water supply services in relation to this site. The water network capacity in this area is highly unlikely to be able to support the demand anticipated from this development. Significant water supply infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. The developer should be required to provide a detailed water supply strategy informing what infrastructure is required, where, when and how it will be delivered.

Waste Water:

Thames Water have advised that the scale of development is likely to require upgrades to the wastewater network. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan.

Electricity distribution:

There is a network of existing high voltage (HV) overhead lines in close proximity of the site. It is likely that HV network reinforcement and secondary substation upgrade will be required. This is also dependent on capacity required at the time of connection

Gas network:

The site is not underlain by a high pressure gas transmission pipeline.

Other:

None

Parish / Town Council:

East of A339: Concern regarding flooding and road access. Access would need to be via A339 to avoid the Oxford Road, Love Lane and B4009, however, this road already queues at peak time from Vodafone roundabout to Robin Hood roundabout before the planned build of the 401 'Hilltop' houses. Distance from Newbury means that significant amount of cycle and pedestrian access would be unlikely. Development would entail the loss of attractive landscape and there would be an adverse impact on wildlife and its habitat. Wooded areas should be protected from development. Development would impact on the character and identity of Shaw-cum-Donnington. Land is mixed grade 2 and 3 agricultural land.

West of A339: Access could be via the North Newbury proposal and/or via a new connection onto the A339 and/or onto the Oxford Road. Access e from the Oxford Road would place further strain on the Wantage Road junction and the Love Lane junction that are congested at peak times. Flooding can be an issue on the site, near Donnington Valley Hotel. The site is sufficiently far from facilities to discourage pedestrian and cycle access and encourage vehicle traffic. Land is mixed grade 2 and 3 agricultural land.

SA/SEA summary:

Overall the site is likely to have a neutral effect on sustainability and the SA/SEA does not highlight any significant sustainability effects.

The site is close to local services and facilities with opportunities for walking, cycling, and use of public transport which could have a positive effect in terms of sustainability.

Development also has the potential to negatively impact upon environmental sustainability due to the site being greenfield and part of it being Grade 2 agricultural land. However, the LPR is clear that for the district's housing requirement to be met, development on greenfield sites on the edge of settlements is necessary.

Development may have an impact upon flood risk due to parts of the site being at risk of surface water flooding. Avoidance of development in the areas at risk will be necessary and SuDS will reduce the impact.

Development may have an impact on the built environment. Further assessment required to fully assess the impact. Potential for air pollution also has an impact on the environmental sustainability.

There will be several positive impacts upon the environmental sustainability of the site. Part of site within a Biodiversity Opportunity Area and biodiversity enhancements and net gain will be sought through LPR policy SP11. Through LPR policies SP5 and SP7, development presents an opportunity to reduce greenhouse gas emissions and create high quality locally distinctive design and places.

The estimated development potential on the site means that affordable housing need to be provided as it is above the threshold which triggers the LPR affordable housing policy (SP19). Likewise, the development potential would enable be a mix of housing type and tenure. The estimated development potential has been guided by the West Berkshire Density Pattern Book Study which has taken into account the location of sites to ensure that the density is appropriate to the location. These all result in positive effects.

The development of the site for housing will have a neutral effect on economic sustainability. Whilst housing development contributes towards economic development in the short term through the construction of the site, it is not seen to promote key business sectors and business development in the longer term.

Availability:

Site in one ownership and confirmed as immediately available.

Achievability:

No known legal or delivery issues identified

Relationship to / in combination effects of other sites :

Highway Officers consider that a route through CA15 to the B4009 would need to be provided. Development should be considered as part of a future potential strategic site to the north of Newbury covering a wider area, which would require comprehensive master planning.