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Your reference

Date

3 March 2023

E-mail



Dear Sir

Emailed to: planningpolicy@westberks.gov.uk

Dear Sir,

West Berkshire District Council Regulation 19 Local Plan Consultation

Thank you for consulting Hampshire County Council on the West Berkshire District Council Local Plan. The County Council in its capacity as a neighbouring highway authority has focussed this response on the potential implications of the Sandleford Strategic Site (SP16) on the A339 within Hampshire.

It is noted that there are other local infill and strategic sites which may lead to increased flows on the A339, but Sandleford is likely to have the biggest impact by virtue of its location. It is also noted that the site allocation for Sandleford extends down to the Hampshire border, although the development is likely to actually be focused in the north and west of the site.

It is proposed that there will be four all-vehicle accesses to this strategic site, one being from the A339. Whilst the part of the A339 that the site access is likely to be achieved from would be outside of Hampshire's boundary, the impact on the A339 within Hampshire must be considered.

Policy DM2 of Hampshire County Council's emerging Local Transport Plan 4 (LTP4) states '*we will only support requests for NEW accesses onto A roads, the principal road network or traffic sensitive streets where the strategic flow of traffic is prioritised and not compromised and when all other reasonable options (such as taking access from nearby side roads) has been considered.*'

Therefore, for Hampshire County Council to support the proposal for a new access onto the A339 it should be demonstrated that the strategic flow of traffic is prioritised and not compromised, and when all other reasonable options (such as taking access from nearby side roads) has been considered.

It should be noted that the A339 is an ex-trunk route, and it is Hampshire County Council's view that strategic traffic should be routed via the A34, therefore any evidence provided to demonstrate the suitability of a new access onto the A339 should take account of this position and consider wider strategic routes to and from the site.

As further modelling work is done to underpin development in West Berkshire where cross boundary impacts are a possibility, but in particular Sandleford, Hampshire County Council would like to work closely with West Berkshire District Council to discuss modelling parameters and underlying assumptions.

Hampshire County Council is particularly interested in understanding how the cumulative impacts of cross boundary traffic flows have been taken into account, i.e. whether new allocations outside of the West Berkshire boundary have been taken into account, or if the modelling rests on assumptions of background growth.

Hampshire County Council also take this opportunity to point out that the North Manydown site of up to 3,500 homes on the north west side of Basingstoke will have direct access to the A339 and so this may have an impact on background traffic flows. Moreover, under the West Berkshire Local Plan policy SP12 there is a relatively large allowance for windfall sites to help West Berkshire District Council reach its housing supply (1,949 net additional homes out of a total of up to 9,146). Hampshire County Council would like to be involved in discussions where sites are planned adjacent to the common border between Hampshire and West Berkshire.

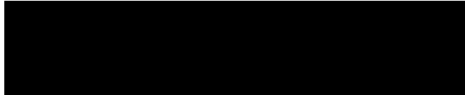
Of note is the strategic transport study focusing on potential future improvements to the A339 that Hampshire County Council, Basingstoke and Deane Borough Council and West Berkshire District Council have been working together to manage. Hampshire County Council note that if West Berkshire District Council chooses to safeguard land for the measures emerging from the study in the region of the Sandleford development, with a view to taking these forward, Hampshire County Council would want to discuss the impacts on Hampshire's highway network and the redistribution of traffic across the strategic network. From the high level study and modelling work done thus far Hampshire County Council are not currently satisfied that the measures suggested would achieve the aims of reducing through traffic and could serve to bring additional traffic demand to the A339.

Finally, the designation of Greenham business park as a Designated Employment Area is noted. It is recognised that it is already a well-established employment area but given policy DM32 that *'the redevelopment and regeneration of land within DEAs to provide additional business development that meets the needs of the District will be supported'*, Hampshire County Council would like to be involved as a stakeholder in any discussions regarding any potential changes which are likely to

affect traffic flows of heavy vehicles which utilise the A339 in accessing or departing from the site.

If you have any queries concerning the County Council's comments on this consultation, or wish to discuss the comments and issues raised, please do not hesitate to contact my colleague Neil Massie using the details provided at the top of this letter.

Yours faithfully,



Laura McCulloch
Head of Spatial Planning
Hampshire 2050