

## **Shinfield Parish Council Comments on South of Cutbush Lane 181499 (Draft)**

With regret, Shinfield Parish Council acknowledges it is now planning policy to develop this site as part of the overall South of M4 Strategic Development Location. However, we are very concerned about the large number of reasonable objections which have been raised by local residents and that this application does not take advantage of the links to the 2011 Supplementary Planning Document.

We therefore wish to see the following conditions agreed as a minimum in order for this scheme to be deemed acceptable:

- Developers properly mitigate the transport implications of this scheme;
- A Safer Routes to Schools policy be incorporated;
- A proper Flood Risk Assessment be undertaken and approved the relevant authorities;
- Proper mitigation measures are in place for bats as a protected species.

We make the following specific observations which should be addressed:

1. Does not integrate with footpath 6 the other side of ERR (the current permissive path allows this)
2. the entirety of the development should be designed for a 20mph limit for the outset (D&A p 16)
3. The use of 3 story buildings in 'The Residential Core' is out of keeping with the rest of this side of Shinfield which are all no more than 2 story.
4. The refuse strategy (D&A p26) refers to space for one 240 litre wheelie bin and one 55 litre recycling box, this is inadequate as we don't have wheelie bins in WBC
5. The affordable housing are all located in the same area rather than being spread across the development
6. The use of conservation kerbing should be used on all primary and secondary streets
7. To facilitate the use of the ERR and to discourage vehicles cutting through the village, the application should bring forward the reduction of the speed limit to 30mph for Hollow Lane and Arborfield Road within the boundary of Shinfield Village
8. The accident analysis does not include any data after the ERR was opened, it should be redone (Highways Transport Assessment)
9. Point 3.83 (p21 of Traffic Assessment) is incorrect in that the policeman died as a result of this incident
10. Traffic Assessment - car parking - no car charging points are installed, the expectation would be for one point per dwelling, in line with Government ambitions
11. Traffic Assessment - vehicle trip rates are too low when compared with actual measurements so grossly underestimate the vehicle movements associated with this development
12. The Parrot Farm roundabout will be over-capacity with this development so remedial measures should be implemented to facilitate traffic flow (p 34 of traffic Assessment)
13. The assumption that walk/cycle trips out of the development would use FP7 and then Otlands Road would put pressure on an un-adoptive road. The development should provide that a suitable flat path along this route. (p40 of traffic Assessment)

14. A separate cycle/foot path should be provided to the east of the site to allow cycles to avoid the ERR
15. Parking is provided by the use of tandem parking in front of garages which should be avoided
16. The play area is disappointingly small for the number of houses planned
17. Traffic calming measures should be introduced into Cutbush Lane, such as priority islands, to stop vehicles speeding down this straight road.
18. To promote the option of home-working, multiple highspeed telecoms connections to be provided to each dwelling, e.g. fibre to the premises (FTTP) .
19. The noise and traffic assessments do not seem to account for the proposed developments in Aborfield, nor the lorry movements from the potential Cemex site.
20. Standard working hours of Monday to Friday, 8am to 6pm. Saturday, 8am to 1pm should be rigorously applied.
21. A construction transport plan should be implemented to ensure that there is no contractor parking on surrounding residential roads, nor are deliveries parked up on surrounding roads waiting to deliver.
22. The site should be registered with the Considerate Construction Scheme.
23. Conservation kerbs should be used throughout the development to stop parking on pavements.
24. Access to the Eastern Relief Road should be directly from this development not via the bus gate on the existing Bellway development north of Cutbush Lane so creating a through road in the existing development which was never planned.