

Christopher Howard

From: James Flynn <james.flynn@shinfieldparish.gov.uk>
Sent: 23 November 2018 16:50
To: Christopher Howard
Cc: Sue Roberts
Subject: Land to the south of Cutbush Lane - Shinfield Parish Council - 181499

Dear Mr Howard

I am writing on behalf of Shinfield Parish Council to submit comments on planning application 181499 (Land to the south of Cutbush Lane, Shinfield). [The proposal](#) is described as “Full planning application for the erection of 249 dwellings, new public open space, landscaping, surface water attenuation, access and associated works at land to the south of Cutbush Lane Shinfield.” I have tried to submit comments on the proposal through the Wokingham Borough Council planning portal, however I am unable to do so from the Shinfield Parish Council login.

Shinfield Parish Council formally objects to the proposal for the following reasons;

- The use of 3 storey buildings in 'The Residential Core' is out of keeping with the otherwise two storey building.
- The priority junction on Cutbush Lane should be changed back to a roundabout to limit the speed of vehicles using the roads for safety.
- Lack of integration of site with footpath 6 the other side of ERR. A suitable, all-weather path with appropriate gates should be provided down and across the ERR.
- Development should be designed for 20mph limit from the outset.
- The use of conservation kerbing should be used on all primary and secondary streets to stop parking on kerbs.
- To facilitate the use of the (Eastern Relief Road) ERR and discourage vehicles cutting through the village, the application should bring forward the reduction of the speed limit to 30mph for Hollow Lane and Aborfield Road within the boundary of Shinfield Village
- The assumption that walk/cycle trips out of the development would use FP7 and then Oatlands Road would put pressure on an un-adopted road. The development should make this footpath up to be in an adoptable condition (p40 of traffic Assessment).
- Traffic calming measures should be introduced into Cutbush Lane, such as priority islands and narrows, to stop vehicles speeding.
- Affordable housing should be spread across the development, not in one place.
- Parking for the apartments is woefully inadequate.
- Construction and site traffic should all use Cutbush Lane rather than cutting through a housing estate, this needs to be conditioned and enforced.
- Highways issues for the Parrot Farm roundabout have not been addressed as the Parrot Farm roundabout will be over-capacity with this development. Remedial measures should be implemented to facilitate traffic flow (p34 of traffic Assessment).
- Site should be registered with the Considerate Construction Scheme
- Detailed construction management plan needs to be submitted to ensure that site and construction traffic is routed correctly.
- Number of advertising banners should be restricted to a maximum of two; they are unsightly and produce unwanted noise, detrimental to the surrounding properties.
- To protect occupants of nearby dwellings from noise and disturbance no works in respect of the construction of the development shall be undertaken outside the hours of **08:00** - 1800 on Mondays to Fridays (inclusive); outside the hours of **0800 - 1300** on Saturdays; and on Sundays and on public holidays, in accordance with Wokingham Borough Core Strategy Policy CP3.

- Adequate precautions, such as wheel washing and road sweeping, shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways and pavements
- The apartment blocks should all have fully integrated reception systems (IRS) into each dwelling to stop the proliferation of satellite dishes and aerials which negatively affect the look of the development
- Loss of the tree would be detrimental to the character of the countryside contrary to CP1, CP3, CP11 of the Core Strategy and CC01, CC02, CC03, TB21 of the MDD Plan
- To protect the environment and the local residents it should be conditioned that no fires be lit on the site for the burning of rubbish, clearing of the site, or any other purpose. All waste and excess materials should be recycled where possible or disposed of through the correct method.
- Each dwelling should have at least one car charging point installed as standard.
- Vehicle trip rates are too low when compared with actual measurements so grossly underestimate the vehicle movements associated with this development.
- The play area is too small for a site of this size.
- Suitable fencing and gates should be provided to the eastern side of the site to ensure that there is no access, especially for children, to the ERR. This is especially important around the southern part of the site near the play area.
- The accident analysis does not include any data after the ERR was opened; it should be redone (Highways Transport Assessment).
- The use of the pumping station should be blocked, and suitable foul water and drainage provision should be provided as there are historical instances of these pumping stations not being maintained correctly.
- All responsibility for the maintenance and upkeep of the attenuation features, green areas, play areas, and open space should be handed over to WBC (or SPC) and not given to maintenance companies who have often charged excessive rates
- Bus route unidentifiable on plan; it does not show where the bus will exit.
- Concerns about construction traffic going through an already occupied estate.

Please can you confirm that you have received this email and confirm that the Parish Council's objection has been recognised.

Yours faithfully

James Flynn

Planning Support Assistant
Shinfield Parish Council

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