

## **Shinfield Local Plan Update Sites review – January 2017**

Shinfield Parish Council notes the challenge posed by a request to review sites, in the context that proposed mitigation for the existing approved development, has not yet proved to be effective.

### **Statement on development within Shinfield Parish from 2026, incorporating the principles of the Neighbourhood Development Plan**

#### Transport

- Development in and around Shinfield Parish requires a robust, mutually agreed transport model.
- Junction 11 of the M4 is already at capacity in peak hours. Current planned development will further add to this, and yet more residential development on the Basingstoke Road and A33 corridor is, at present, unsustainable from a transport perspective. Consideration needs to be given to the provision of transport in new developments. There must be options for express public transport routes (e.g. buses and enhancement of railway options such as Winnersh Triangle Station and the Reading / Basingstoke line) to key locations for commuter travel, rather than buses that travel through numerous developments, taking a protracted time to reach the destinations. These may be suitable for off-peak journeys, but will not appeal to those commuting to work.
- Development should encourage the reduction in travel through the provision of services and employment within development areas.
- Compensatory measures are required to enhance the overall road system in greater Reading, to reduce demand on the M4 from northern destinations in order to provide capacity for growth in Shinfield Parish.
- Improvements in the productivity of the road networks are required (e.g. improvements in congestion levels and key bottlenecks within the parish and surrounding areas). The existing principle of not making the situation any worse, is no longer acceptable.
- Neighbourhood Plan policies 3 (Sustainable Development), and 4 (Accessibility and highways safety) apply to this topic.

#### Local healthcare issues

- There needs to be adequate provision of healthcare to meet development need.

#### Education provision

- There needs to be greater provision of schooling so that there is less need to travel across the borough for education. There is no sixth form provision within the parish, and families are forced to transport their children to school daily, adding to the traffic congestion.
- Funding should be made available to other non-LEA providers such as academies and free schools.
- There needs to be a local provision of post 16 educational services

#### Environment

- All development has an environmental impact and the cumulative effect of small and medium scale development needs to be managed through EIAs.
- Policies within the Neighbourhood Plan relation to trees, hedgerows, woodland and biodiversity (policies 6, 7 and 8) apply here.

#### General Quality of Life Issues

- Policies 2 (General Design Principles) and 10 (Community and sport facilities) of the Neighbourhood Development Plan apply here.
- The principles of social sustainability of new communities are relevant here.
- The impact of low frequency vibration from the road network needs to be mitigated.
- The measuring of local pollution levels, and actions taken based on the outcomes of the measurements taken, are required.

| Reference              | <b>SSH001</b>  | <b>SSH002</b>   | <b>SSH003</b>  | <b>SSH005</b>  | <b>SSH006</b>   |
|------------------------|--|---|--|--|---|
| Description            | Land adjacent to North Lodge, Basingstoke Road   | Land west of Basingstoke Road   | The Paddock, Croft Road  | Derydene, Basingstoke Road   | Land off Winston Close  |
| Flooding               |  |   | This area does flood along the road during the winter and spring. The ditches need to be cleared.                    |  | Level ground, clay plus buried contamination, poor drainage   |
| Features and Character | The site borders an avenue of wellingtonia trees which are a recognised local feature and which should be protected. There are many large mature trees both bordering, and within the site.  | The separation of Three Mile Cross and Spencers Wood, as separate villages, would be severely compromised by this development. Its southern edge on the A33 is the signposted border of the two developments. Trees and hedges are present at the field boundaries. | This site forms part of the green boundary between Spencers Wood and Shinfield. It is a quiet area.                  | There are lots of mature trees and hedgerows that surround the site. This area represents part of the green separation space between Spencers Wood and Three Mile Cross. The loss of this area would be very detrimental to the character of the area. | Bounded by trees. Few trees inside area. No buildings on site. Current access over driveways of private dwellings by easement bounded by trees in north east corner. Includes oil pipeline A/T(E)                                       |
| Amenity                |  |   |  |  | Used as horse grazing. Site is visually limited by boundary trees and hedges including waterway along southern edge with significant trees to be protected<br>Part of site rented to householders in Jordan Close as garden extensions. |
| Highways and Transport | Access for cars would be onto an already busy road. There are no footpaths along this section of the western side of Basingstoke Road. There are small areas of grasscrete parking which represents valuable parking areas for local residents using amenities such as the few local shops. The public transport provision to this site is poor. | Access for cars would be onto an already busy road.   | The road running north to Oakbank School is regularly used by school run traffic                                     | This application implies additional access points onto an already very busy road that is frequently backed up with stationary traffic, and for this reason it is not a good idea.  | No direct legal access to adopted highway. Will need legal access to be agreed to Winston Close or other routes.  |
| Infrastructure         | Access to local primary schools from this location is currently difficult. Lambs Lane is over-subscribed. There is no doctor or dentist in near proximity to the site on foot.   |   | This is a single track road past the site. It is one way traffic only, and is not suitable for construction traffic. | There are some buildings already on the site.  | Insufficient Gas, water, sewage, power to Winston Close   |
| Further comments       |  |   | More flooding mitigation will be required.   | Previous planning applications for development of this site have been refused, due to the narrow access, which would necessitate the loss of valuable trees and hedgerows to make the access viable.   | Land immediately behind Winston Close defined as amenity land for Winston Close. Potential access to be created to this land and potential for development. Spencer's Wood lacks sufficient infrastructure in                           |

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|                       |  |  |  |  | public transport, schools, healthcare, retail provision, amenity land and road capacity to support development of this scale on this site. |
| Development potential |  |  |  |  | Only as part of major development linked and accessed via site SSH013  |

| Reference              | <b>SSH007</b>   | <b>5SH008</b>  | <b>5SH009</b>   | <b>5SH010</b>   | <b>5SH011</b>  |
|------------------------|---|--|---|---|--|
| Description            | Land adjacent Sussex Lane   | Land between Orchard House, Sunways and Greenfields, Croft Road  | Land adjacent to east side of Oakbank School  | Land at Grazeley Road   | Lane End House, Shinfield Road   |
| Flooding               | Level ground, clay plus buried contamination, poor drainage   | The flooding risk of this site cannot yet be known until both the north and south of croft road sites (already approved) are completed. More than 600 homes are being constructed adjacent to the site and the impact of these cannot yet be judged. |   |   | Unknown  |
| Features and Character | No buildings on site. Access over private unmade road. Includes oil pipeline A/T(E) at 11.8 km marker to Aldermaston. | Narrow country lane with scattered, older houses along the road. Modern style houses will be out of character with the rural aspect of this area.  | The vast majority of trees on this site are self-suckers. In the 1930s and 1940s this site was used by the owner of the White House (still in situ) to grow award winning delphiniums, winning many prizes at the Chelsea Flower Show. After his death, the area was used as a garden for many years. | There are trees and hedges along the perimeters and a rough (unmanaged) water hollow along the western edge adjacent to Woodcock Lane. Since the site falls east to west, a concern is water run off making Woodcock Lane unusable.   | Land lying behind properties on Shinfield Road, adjoining Lane End House which has planning permission for construction of some new homes. No direct access to any road apart from that gained through Lane End House, ownership unknown |
| Amenity                | Used as horse grazing   |  | Using this area for the community for community use, would have little effect on noise, air quality etc.  |   | Unknown and inaccessible, would be subject to traffic noise from M4  |
| Highways and Transport | No direct access to adopted highway. Has rights over Sussex Lane as a landowner.                                      | Croft Road is a narrow country lane with no scope for widening. It is not suitable for increased traffic load.   | The enhanced amenities I have proposed could be used by walkers, cyclists and others, especially children, one could create a children's play area, picnic area etc.  | The access from Grazeley Road onto Basingstoke Road is hugely restricted. This development would only serve to make the situation worse as there is no other practical exit from this site. There is no bus services along Grazeley Road and feedback on the Bovis development was that it was not practical. | See above only access by Lane End House onto Brookers Hill, no other suitable access   |
| Infrastructure         | Insufficient Gas, water, sewage, power to Sussex Lane   | The nearest bus stop is on Hyde End Road and access by foot is via a country lane without pavements.   | Shinfield Parish is woefully short of open space for families to enjoy being together, to play and have picnics etc. We have SANG area, to walk dogs, but we need space for the community.  | No major infrastructure exists within the proximity of this site.   | None at present.   |
| Further comments       | Site is viable as a low-density site with infrastructure  |  | Because this site is so close to the Ryeish Green Leisure   | The site is traversed by 3 cable power supply on wooden   | A recent study, published in the Lancet, has found a link between dementia and living  |

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|                       | <p>upgrade as a separate site. Needs connection to public highway/ adoption of Sussex Lane.</p> <p>Spencer's Wood lacks sufficient infrastructure in public transport, schools, healthcare, retail provision, amenity land and road capacity to support development</p> |  | <p>Centre, this area could be used to enhance the leisure facilities of the site, as has been achieved at Finchampstead. I think that the line of trees and bushes road side should be kept as a buffer.</p> | <p>pylons NW to SE and a short set in the SE corner running east to west. Unknown where these supply.</p> | <p>near to major roads.<br/> <a href="http://www.alzheimersresearchuk.org/living-near-major-road-may-increase-dementia-risk/">http://www.alzheimersresearchuk.org/living-near-major-road-may-increase-dementia-risk/</a></p> |
| Development potential |   |  |  |   | <p>Check current approved planning application for construction of new homes on Lane End House</p>   |

| Reference              | 5SH012   | 5SH013   | 5SH014   | SSH015   | 5SH016  |
|------------------------|--|--|--|--|---|
| Description            | Land at Cutbush Lane   | Body's Farm, Basingstoke Road  | Land beyond Sussex Lane  | Land at Stanbury House   | Land at Three Mile Cross, Church Lane   |
| Flooding               | The surrounding areas to this development site are prone to flooding. The impact of the construction of the new Shinfield Eastern Relief Road, which is very close to this site, is not yet known.                                   | Level ground with poor drainage  | Part level ground, part falling to the Loddon. Visible from Swallowfield Park and will need to be screened or include tapered development  |  | This area is water meadow and is always wet. At the time of visiting, the field is under 4 inches of water (though it has been known to be as much as 16 inches deep!). The water pools as the drainage is very poor. There are many ditches that have fallen into disrepair and need to be better maintained.  |
| Features and Character | This site is along a rural stretch of Cutbush Lane. It is directly opposite a listed building, and the existence of hedgerow along the road-side border of this site is intrinsic to the nature of the lane, and should be retained. | Includes oil pipeline A/T(E). Limited number of trees to be retained along ditches   | Includes oil pipeline A/T(E) Trees on north eastern borders to be retained. Trees on south western edge to be retained Drainage ditch east of solar farm to be retained.                     |  | This area is a collection of fields separated by hedgerows with a number of mature oak trees. The site is reasonably level. The trees and hedgerows currently act as a noise barrier, reducing the impact of the M4 The loss of this barrier would have a detrimental impact on residential dwellings along Church Lane. There are a number of drainage ditches that need maintenance. The area appears to be a habitat for wildlife – there is evidence of deer, rabbits, foxes and badgers. |
| Amenity                |  | Used as arable farming Bounded by solar Farm to south and housing to north and west.   | Used as horse grazing Views across Loddon  |  | This area is at the side of the M4. As you get closer to the motorway the noise is unacceptable. (You would not be able to relax in a garden without significant noise mitigation measures). There would be significant fumes and dust generated by the M4 which would be detrimental to households.  |
| Highways and Transport |  | Accessible from Basingstoke Road. No eastern access point by adopted road. Could link to Century Drive or Blackwater Close   | No direct legal access route for major development. Has rights over Sussex Lane as a landowner.  |  | The fields are directly off Church Lane which is a busy road, and only has pavements on one side.   |
| Infrastructure         |  | No Gas, Water, Sewage. Power line across site with connection to solar Farm  | Insufficient Gas, water, sewage, power to Sussex Lane  |  | Sound barriers along the length of the M4 would be needed and properties would need an extremely high level of insulation from the noise.   |
| Further comments       | The principle of development of this site has already been established at appeal, granting permission to build a single dwelling on the site.  | Developable and accessible. Spencer's Wood lacks sufficient infrastructure in public transport, schools, healthcare, retail provision, amenity land and road capacity to support development of this scale on this site. | Spencer's Wood lacks sufficient infrastructure in public transport, schools, healthcare, retail provision, amenity land and road capacity to support development of this scale on this site. | This site is pending the outcome of a judicial review relating to the development of 57 dwellings. | Any further building on this area would increase the flow of surface water and could cause flooding to other local properties.<br><br>A recent study, published in the Lancet, has found a link between dementia and living near to major roads.<br><a href="http://www.alzheimersresearchuk.org/living-near-major-road-may-increase-dementia-risk/">http://www.alzheimersresearchuk.org/living-near-major-road-may-increase-dementia-risk/</a>   |
| Development potential  |  | Requires massive infrastructure programme.   | Only as part of major development linked and accessed via site SSH013  |  |   |

| Reference              | <b>5SH017</b>  | <b>5SH018</b>  | <b>SSH019</b>   | <b>5SH020</b>   | <b>5SH021</b>   |
|------------------------|--|--|---|---|---|
| Description            | Land at Highlands  | Lane End Villas  | Parklands, Basingstoke Road   | Land north of Cutbush Lane  | Land at Kirtons Farm Road   |
| Flooding               | There are drainage issues on some parts of the land, which are currently under water.  | Access to this site has been unobtainable. The land slopes away towards the M4 motorway. No pooling of water has been seen.  | The impact on this, of the adjacent sites, both off Church Lane to the south and off Basingstoke Road to the north of this site, are as yet unknown.  | There is little doubt that this is an area that floods on a regular basis. If this area is developed, there is concern that the surrounding areas ability to manage the water during heavy rain will be detrimentally impacted and will lead to flooding in neighbouring areas (Oatlands Road, Cutbush Lane etc)  |   |
| Features and Character | There are several large wooded areas with mature trees on the site. There is a large pond by the Basingstoke Road. The land is relatively level and then falls away towards the A33.         |  | There is a Grade II listed building, 'Lieutenants Cottage' adjacent to the site. This land provides a buffer between the settlements of Three Mile Cross and Spencers Wood, which is a central tenet of the Shinfield Neighbourhood Development Plan. | This is green open countryside adjacent to the M4 motorway.   | There is a manmade lake and mature trees in the area, risk of flooding should be assessed.  |
| Amenity                | This land is currently used for grazing horses and for informal dog walking.   | This area is at the side of the M4. As you get closer to the motorway the noise is unacceptable. (You would not be able to relax in a garden without significant noise mitigation measures). There would be significant fumes and dust generated by the M4 which would be detrimental to households. | Footpath 20, which borders this site, has a unique 'tunnel' aspect during the summer months.  |   | Provision of local facilities such as supermarkets and shopping facilities is reasonable, but not in walking distance at present.                         |
| Highways and Transport | Development of this large site is likely to add significant traffic volume onto an already regularly congested Basingstoke Road. There is poor provision of public transport from this site. | Access to this site would be onto a very busy and complex junction.  | Access to this site is onto an already regularly congested Basingstoke Road. There are currently no suitable bus routes into Reading from this site.  | This area will become accessible through the existing approved Science Park development already under construction in the neighbouring land. There is already concern that local roads will struggle to cope with the additional vehicle movements created by the approved Science Park provision. We would prefer to gauge the impact of the existing approved development before further permissions are granted. | Access to this site is via the A33, which is regularly blocked with traffic. There will be provision of a train service to Reading Station in the future. |
| Infrastructure         | Although part of the site is occupied with a large building,   | Sound barriers along the length of the M4 would be needed and properties would   | There is no local (walking distance) provision of a primary school to this site.  | There is, at present, no infrastructure here, but it will be provided via the   | There is concern about the provision of local school places.  |

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|                       | there is little infrastructure on the site. | need an extremely high level of insulation from the noise.   |  | neighbouring Science Park development. | The infrastructure including water, sewerage and public transport should be adequately planned. |
| Further comments      |   | Any further building on this area would increase the flow of surface water and could cause flooding to other local properties. |  |  |   |
| Development potential |   |  |  |  |   |

| Reference              | <b>5SH022</b>  | <b>5SH023</b>  | <b>5SH024</b>  | <b>5SH025</b>   | <b>5SH026</b>   |
|------------------------|--|--|--|---|---|
| Description            | Land at The Manor, Church Lane   | Land east of Hyde End Road   | Land north West side Church Lane   | Land south of Cutbush Lane  | Land south of Millworth Lane  |
| Flooding               | Potentially wet as this is a sloping site adjoin the approved Manor Site | Not Known  | Parts of this field are under 4 inches of water, after what has been a relatively dry autumn / early winter. The water is often much deeper. This area has ditches but they are not well maintained and the water does not drain well.   | This site regularly floods, and is under water many months of the year. (Long standing residents report annual flooding here) |   |
| Features and Character | Sloping agricultural land currently used for occasional grazing          | Flat agricultural land owned by University of Reading, currently farmed. Adjoins the Langley Mead Sang | There is an area of disused and derelict farm buildings on the site. This area is a collection of fields separated by hedgerows with a number of mature oak trees. The site is reasonably level. The trees and hedgerows currently act as a noise barrier, reducing the impact of the M4 The loss of this barrier would have a detrimental impact on residential dwellings along Church Lane. There are a number of drainage ditches that need maintenance. The area appears to be a habitat for wildlife – there is evidence of deer, rabbits, foxes and badgers. | This area is a habitat for local wildlife, with evidence of deer, badgers and woodpeckers in the area.                        | Currently used as the main sports area for Shinfield Village held under lease from University of Reading for 99 years from 23 March 1947 by Shinfield Association. There is a remaining period of 30 years left on the lease which contains no option for the landlord to terminate apart from non-payment of rent. The land has two pavilions hard court tennis courts and is also used by Shinfield Football club and Shinfield Cricket Club. The Parish Council is in negotiations with UoR and Shinfield Association to take an assignment of the lease for the remaining period. UoR have confirmed that should this site be available for development they will provide similar land and facilities with Shinfield Village for sports activities. |
| Amenity                |  |  | This area is at the side of the M4. As you get closer to the motorway the noise is unacceptable. (You would not be able to relax in a garden without significant noise mitigation measures). There would be significant fumes and dust generated by the M4 which would be detrimental to households.   | This is an area regularly used by local dog walkers.  | This area of land is the only publicly accessible recreation space within Shinfield village. It is well used by the local football and cricket clubs, by individuals and by local walkers. There is a children's playground here which is the closest to the school.  |

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| Highways and Transport | Access only on to Church Lane, narrow road with existing TRO restricting all vehicles except for access to dwellings already subject to numerous complaints by residents used as a rat run to Junction 11. Investigations proceeding to consider improvements or move to one way with speed restrictions   | Site exits on to Hyde End Road but infrastructure will be required to improve pedestrian paths and improvements required to the narrow part of the main road which currently cannot take two tow large vehicles on key bends between School Green and Dobbies garden centre | The fields are directly off Church Lane which is a busy road, and only has pavements on one side.   | This site will require significant infrastructure. It is accessed from Cutbush Lane which is suffers the impact of significant development along it, leading to considerably increase traffic levels. | Millworth Lane is a narrow lane with on-street parking problems caused by its proximity to both the school and the small doctors surgery located at the end of the lane. |
| Infrastructure         | Unknown  | Located in Hyde End Road  | Sound barriers along the length of the M4 would be needed and properties would need an extremely high level of insulation from the noise. |   | Two pavilions, water, drainage and electricity on site   |
| Further comments       | Previous planning applications for land the other side of the road for the Glebe development were refused on appeal. Road still needs some monitoring as traffic on the increase as development on West of Shinfield for some 1250 homes approved leads one main exit accessing Church Lane and offers greater problems as this is a short cut to Junction 11. |   | Any further building on this area would increase the flow of surface water and could cause flooding to other local properties.            | This land may be contaminated as it was used for experimental purposes by the NIRD.   |  |
| Development potential  |  | Good subject to highways improvements   |   |   | Only if replaced by a suitable / acceptable alternative  |

| Reference              | <b>5SH027</b>  | <b>5SH029</b>   | <b>5SH030</b>  | <b>5SH031</b>  | <b>5SH032</b>                   |
|------------------------|--|---|--|--|---------------------------------|
| Description            | Land west of Hyde End Road   | Land at Grazeley  | Rose Cottage, Croft Road   | 'Rustlings', 'The Spring' and land to the rear of 'Cushendall', Shinfield Road   | Land to the rear of Diana Close |
| Flooding               | Level ground with poor drainage  | There is regular flooding around Kybes Lane, Great Lea and Pump Lane. The land is very flat so the drainage is poor   | Croft Road regularly suffers from flooding in wet weather.   | There is no known history of flooding in this area. However the site is along, or close to, a spring line, and is situated on a slope. With proposed new dwellings at the bottom of slope, run-off rain water could create a potential risk of flooding. Similarly the sewerage for the proposed development could be difficult to manage.   |                                 |
| Features and Character | No trees in land parcel. Adjacent southern access to West of Shinfield site. |   |  | The site is landlocked in its current form; there is no existing access to this site unless some of the existing properties are demolished. The houses along this end of Shinfield Road are a mix of large detached dwellings and some dormer bungalows. There is concern over the loss of mature trees on this site. And the impact of overlooking on the housing in Lower Earley that adjoins this site, which would be further increased by the impact of the sloping land. |                                 |
| Amenity                | Used as arable land. Within SDL opposite SANG care park                      |   |  | There are play areas in the neighbouring development.  |                                 |
| Highways and Transport | Requires access over new West of Shinfield access route                      | The proposed use of the Reading-Basingstoke Railway line to support the development is problematic. Network Rail requires the railway to be electrified, in order to accommodate an additional station stop, due to the poor acceleration of the diesel fleet. The provision of electric trains has been delayed until 2020-2025 as part of the re-organisation of the Great Western Electrification project. The line is not electrified, and as a result its use for running additional trains into central | Croft Road is a narrow rural road with no pavements either side. There are no bus routes at present, and local amenities such as shops are a fair distance (on foot) away. | The land falls away sharply along this end of Shinfield Road, and neighbouring developments have suffered problems with access and parking in extreme weather (ice) which leads to many vehicles being parked along the Shinfield Road, causing danger to other drivers and impacting visibility. There is concern over additional vehicles joining the Shinfield Road, which is regularly blocked with traffic.   |                                 |

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|                       |   | Reading is limited. There is a potential outcome that Green Park Station is built and not used, or train services at Mortimer are reduced. The railway passes through the parish at Pump Lane and adjacent to Green Park. Further development in the west of the parish should not be brought forward for occupation before the railway services is electrified. |   |  |   |
| Infrastructure        | Requires services from West of Shinfield development  |  |   | This is back land development, so infrastructure for this small development may well be feasible within the existing provision.            |   |
| Further comments      | Requires revisiting traffic model for West of Shinfield. Is within SDL and maybe appropriate. Must not over shadow green link to SANG | This land sits within the AWE blast and AWE security zones.  | The principle of development for this site is already established, with residential dwellings already under construction on the site. | There is an existing Planning Application 153433 for the same site submitted on 22/12/2015, which does not appear to have been determined. | This site is pending the outcome of an existing planning application relating to the development of 26 dwellings. |
| Development potential | Good  |  |   |  |   |

| Reference              | <b>5SH033</b>   | <b>5SH035</b>  | <b>5SH039</b>  | <b>5SH040</b>  | <b>5SH041</b>   |
|------------------------|---|--|--|--|---|
| Description            | Land at Grazeley Road   | Land at Highlands, Basingstoke Road  | Land north of Church Lane, Three Mile Cross  | Land at Grazeley, South of M4 Motorway junction 11 and west of MereOak Lane  | Great Lea Farm, Three Mile Cross  |
| Flooding               |   | There are drainage issues on some parts of the land, which are currently under water.  | This area is water meadow. The land has, in the past two years, been developed to accommodate HGVs and access to the site itself is not feasible. It has, in the past, been seen underwater.   | There is regular flooding around Kybes Lane, Great Lea and Pump Lane. The land is very flat so the drainage is poor  |   |
| Features and Character | There are trees and hedges along the perimeters and a rough (unmanaged) water hollow along the western edge adjacent to Woodcock Lane. Since the site falls east to west, a concern is water run off making Woodcock Lane unusable. | There are several large wooded areas with mature trees on the site. There is a large pond by the Basingstoke Road. The land is relatively level and then falls away towards the A33.         | There are several mature oak trees on the site. The site is generally level.   |  | The site comprises (at the time of viewing) arable land in use for grazing.   |
| Amenity                |   | This land is currently used for grazing horses and for informal dog walking.   | We do not feel that this site would be suitable for caravans. It is extremely close to the M4 and it is unlikely that caravans would have sufficient noise insulation to make it acceptable.   |  |   |
| Highways and Transport | Access – too many cars to come out of Grazeley Road onto a roundabout on Basingstoke Road. Already overloaded by traffic, long queues in peak times.  | Development of this large site is likely to add significant traffic volume onto an already regularly congested Basingstoke Road. There is poor provision of public transport from this site. | This area is at the side of the M4. As you get closer to the motorway the noise is unacceptable. (You would not be able to relax in a garden without significant noise mitigation measures). There would be significant fumes and dust generated by the M4 which would be detrimental to households. | The proposed use of the Reading-Basingstoke Railway line to support the development is problematic. Network Rail requires the railway to be electrified, in order to accommodate an additional station stop, due to the poor acceleration of the diesel fleet. The provision of electric trains has been delayed until 2020-2025 as part of the re-organisation of | The site abuts a minor road, close to a virtual blind bend. Vehicles use this as a rat-run to Pingewood and to reach the Burghfield bridge, avoiding a low bridge and the AWE site. |

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|                       |  |   |   | <p>the Great Western Electrification project. The line is not electrified, and as a result its use for running additional trains into central Reading is limited. There is a potential outcome that Green Park Station is built and not used, or train services at Mortimer are reduced. The railway passes through the parish at Pump Lane and adjacent to Green Park. Further development in the west of the parish should not be brought forward for occupation before the railway services is electrified.</p> |  |
| Infrastructure        | <p>The access from Grazeley Road onto Basingstoke Road is hugely restricted. This development would only serve to make the situation worse as there is no other practical exit from this site. There is no bus services along Grazeley Road and feedback on the Bovis development was that it was not practical.</p> | <p>Although part of the site is occupied with a large building, there is little infrastructure on the site.</p> | <p>The fields are directly off Church Lane which is a busy road, and only has pavements on one side.</p>  |  | <p>The surrounding area housing is patchy – there is no infrastructure apart from the Mere oak Park and Ride site. There are overhead power lines to the farm buildings.</p> |
| Further comments      | <p>No major infrastructure exists within the proximity of this site.</p>   |   | <p>Sound barriers along the length of the M4 would be needed and properties would need an extremely high level of insulation from the noise.</p> <p>A recent study, published in the Lancet, has found a link between dementia and living near to major roads.<br/> <a href="http://www.alzheimersresearchuk.org/living-near-major-road-may-increase-dementia-risk/">http://www.alzheimersresearchuk.org/living-near-major-road-may-increase-dementia-risk/</a></p> | <p>This land sits within the AWE blast and AWE security zones.</p>   |  |
| Development potential | <p>The site is traversed by 3 cable power supply on wooden pylons NW to SE and a short set in the SE corner running east to west. Unknown where these supply.</p>  |   | <p>Poor</p>   |  |  |

