

16 March 2026

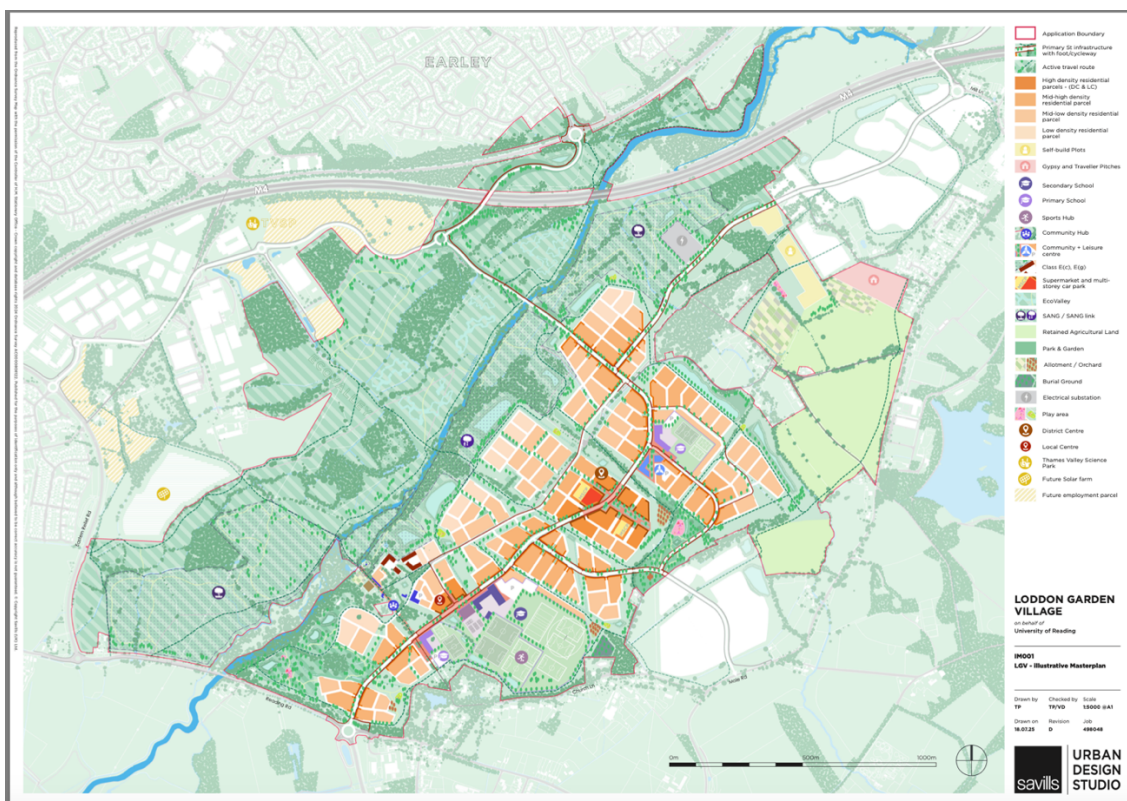
FAO Christopher Howard  
Planning Department  
Wokingham Borough Council  
Shute End  
Wokingham  
Berkshire  
RG40 1BN

Our Ref: ETP251724

Dear Mr Howard,

**Re: Letter of Representation regarding Planning Application Ref: 252498 at Hall Farm, Church Lane, Arborfield, Reading, RG2 9HX**

1. We write on behalf of **Shinfield Parish Council** ('SPC') to provide formal representation in respect of planning application re: 252498 for the Loddon Garden Village ('LGV') submitted by the University of Reading ('the Applicant').



*Fig 1: Loddon Garden Village Illustrative Masterplan – submitted to Wokingham Borough Council (image submitted to planning file for application reference number: 252498 <sup>1</sup>).*

<sup>1</sup>

2. SPC have sought to fully assess the proposed development as submitted by the Applicant to ensure that the application has been robustly prepared, taking into account the impacts on the Parish.
3. This letter seeks to raise a number of matters which should be taken into account in the determination of the planning application by Wokingham Borough Council ('WBC'). At present, the planning application is not a position to be approved by WBC. SPC are open to working with the Applicant to deliver the outcomes requested by the Parish, some of which are requested pre-determination, others to be secured by planning condition or obligation.

## Introduction

4. The live planning application for Loddon Valley Garden Village at Hall Farm, Church Lane, Arborfield (ref. 252498) seeks hybrid planning permission for up to 2,800 dwellings together with schools, local centres, open space, SANG, drainage, movement infrastructure and associated development ('The Proposed Development'). The proposed country park falls within Shinfield Parish, with the proposals for housing and other facilities falling within Arborfield Parish.

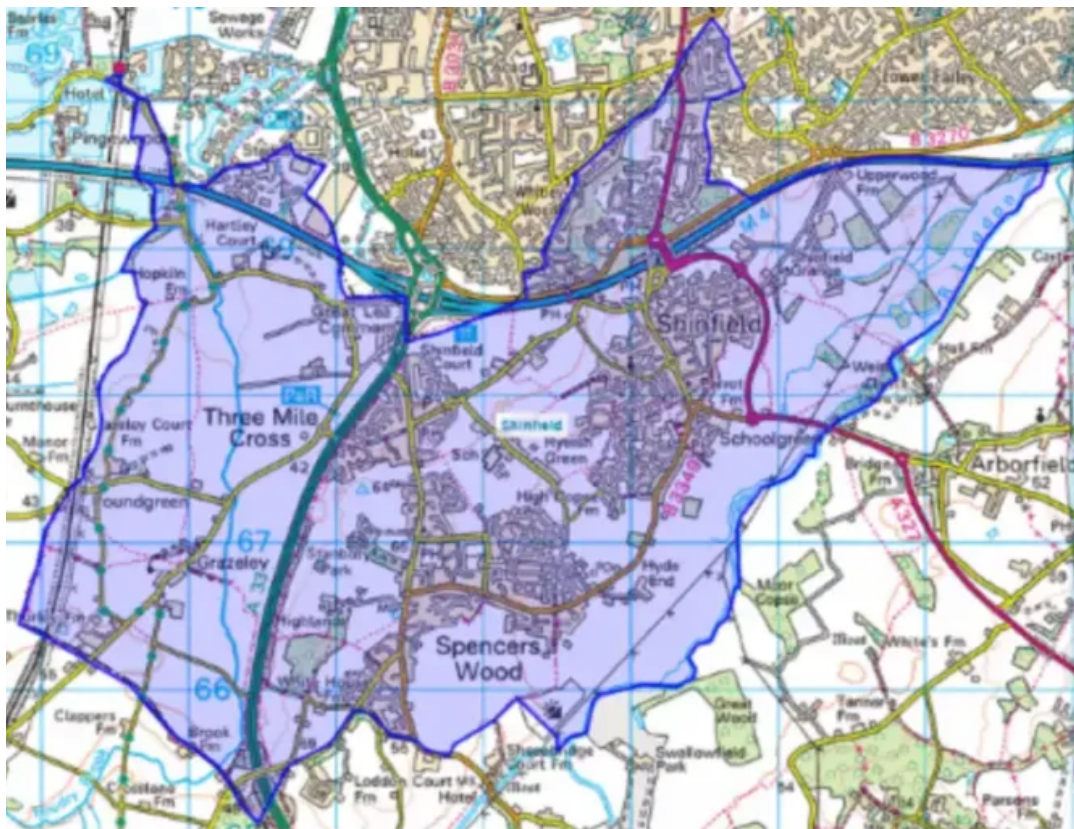


Fig 2: Map showing the Parish Boundary and area of Shinfield (taken from: <https://shinfieldparish.gov.uk>)

5. Given the scale of the proposal, its proposed phasing and its close functional relationship with Shinfield Parish, SPC considers that the application has a clear potential to affect the Parish's transport network, services, facilities, landscape setting and day to day functioning.
6. In order to support these conclusions this letter is accompanied by the following reports and plans in support of this representation.
  - Transport Appraisal – Produced by John Russell Transport Planning **(Appendix 1)**.
  - Active Travel Connectivity Report - Produced by ET Planning and John Russell Transport Planning **(Appendix 2)**.
  - Facilities and Services Report (Shinfield Parish Council) - Produced by ET Planning **(Appendix 3)**.
  - Map showing location of Neighbourhood Plan Viewpoints - Produced by ET Planning **(Appendix 4)**.
7. These documents and plans are summarised in this letter and should be read as part of SPC's overall case on the application.
8. For ease of reference, this Representation is structured as following:
  - **Chapter 1: Adopted Policy**
    - **Neighbourhood Plan** - the application has been prepared on the basis that the Shinfield Neighbourhood Plan carries no bearing, notwithstanding that it remains part of the Development Plan. The letter also identifies a failure to assess important views and vistas referred to in the Neighbourhood Plan.
  - **Chapter 2: Emerging Policy**
    - **Emerging Local Plan** - the application relies on an emerging allocation and draft policy framework that remain under examination. With key hearing sessions still to be completed, the proposal is considered premature and capable of being affected by further Inspector-led change.
    - **Strategic Design Code** - the application has been submitted before publication and consultation on the strategic design code required to guide the whole garden village. This prevents a proper assessment of compliance and risks prejudicing the comprehensive and coordinated delivery of the allocation.
  - **Chapter 3: Topic Areas**
    - **Phasing Uncertainty and 'front loading' of Infrastructure** - the indicative phasing points to substantial housing delivery ahead of confirmed social and physical infrastructure. The absence of clear and enforceable triggers creates a risk of reactive rather than timely provision, with direct implications for sustainable and active travel from the outset.

- **Pressure on Services/Facilities within the Parish** - the accompanying Facilities and Services Report identifies existing pressures and gaps in Shinfield's service and facility base. Given the scale and proximity of LGV, Shinfield is likely to form part of the development's functional catchment, particularly in the early phases, such that proportionate mitigation and contributions are required.
- **Highway Impact and Active Travel Connectivity** - the submitted transport material concludes that the Applicant has not demonstrated compliance with national transport policy or the EIA Regulations, and that off-site active travel connectivity remains materially deficient. In particular, safe and suitable cycling links to Shinfield and surrounding settlements have not been secured.
- **Noise Impact** - clarification is sought on apparent inconsistencies between traffic flow data used in the transport and noise material. Until this is resolved, there remains uncertainty as to the robustness of the road traffic noise assessment, including whether the M4 has been properly taken into account.
- **EcoValley and Flood Risk** - While the EcoValley is acknowledged as a benefit in principle, the letter explains that its recreational and connectivity benefits are overstated because substantial parts of the area are affected by flood risk. This has implications for year-round usability and the reliability of connectivity across the Country Park. This benefit should be afforded reduced weight.
- **Chapter 4: Community Infrastructure Levy** - the Applicant's case proceeds on the assumption that a revised charging schedule will remove or materially reduce CIL liability. In the absence of an adopted replacement schedule, SPC's position is that the development should be assessed against the currently adopted CIL regime.
- **Chapter 5: Conditions and Obligations** - The letter identifies the Section 106 and infrastructure measures SPC considers necessary to make the development acceptable. This includes sports provision, active travel infrastructure and a monitoring sum for the Parish to oversee compliance through the lifetime of the build.

## **Chapter 1: Adopted Policy**

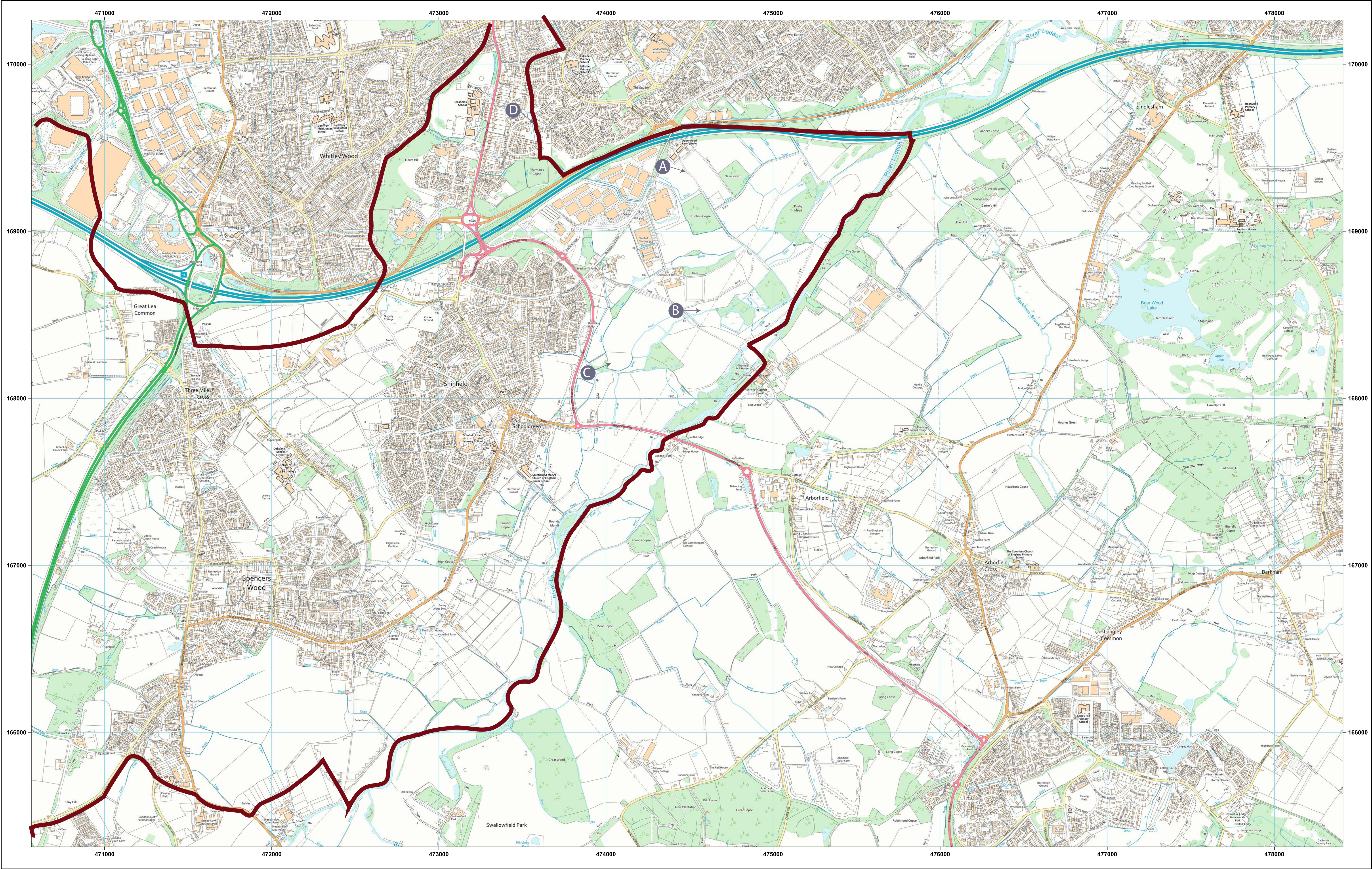
### ***Neighbourhood Plan***

9. Paragraph 7.6.4 of the Planning Statement states that *"the Shinfield Neighbourhood Plan will not have any bearing on the determination of this application once the LPU is adopted and the application has been prepared on this basis"*.



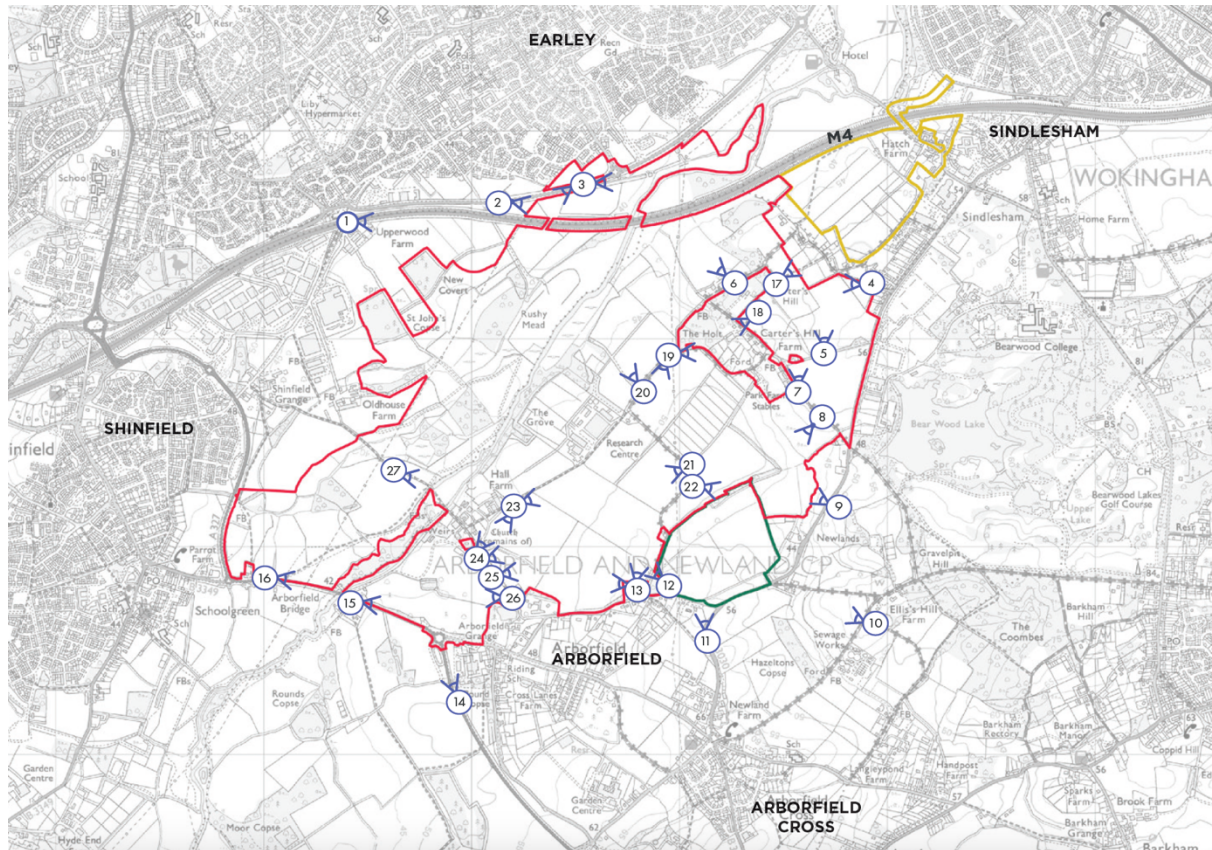
10. The Applicant considers that there are elements of the LGV that would be consistent with the general aims of this Neighbourhood Plan however the Planning Statement and other supporting documents do not expand any further on how they consider that the proposal complies.
11. The Applicant has instead discounted the Neighbourhood Plan and the policies and supporting text within it, despite it still being part of the Development Plan, especially in the context of the Local Plan Update (LPU) having not been adopted yet or completed its examination. The LPU can therefore only carry limited weight at the current time, and the application has been prematurely prepared if it has been prepared on this basis.
12. Even if a Neighbourhood Plan is out of date, they are still a material consideration when determining the application.
13. Paragraph 10.7 of the Shinfield Neighbourhood Plan states that *"it is important **that new development respects the local landscape quality, ensuring that natural and historic views and vistas are maintained wherever possible**. Whilst the landscape represents the interplay of human influence and the natural world we recognise that the characteristic, and often attractive, features are the result of thousands of years of human intervention and management. As such, many views take in positive features that are historic as well as, or rather than natural. Historic views, such as the view of a church steeple across open farmland or the characteristic arrangement of historic buildings on a village street or seen across a village green, are a distinctive feature of many villages and their landscapes (see appendix E)." [our emphasis]*
14. Appendix E of the Shinfield Neighbourhood Plan identifies a number of viewpoints and vistas that they consider important including the following which we believe are pertinent to this application:
- From Cutbush Lane looking east over copses and farmland (GR 742 690) **(A)**
  - From Footpath 4 looking across R Loddon Valley and farmland (GR 745 685) **(B)**
  - From Footpath 6 looking northeast over farmland (GR 739 683) **(C)**
  - From the eastern end of Pearman's Glade in Shinfield North looking east over Earley and rising farmland (GR 732 897) **(D)**
15. The Neighbourhood Plan does not identify these particular views on a map but we have sought to do this so it can be established whether the Applicant has taken these into account. The viewpoints can be seen on the map below:







16. Figure 14.7 of Chapter 14 Landscape and Visual Impact of the Environmental Statement can be seen below, this shows photography viewpoints that the Applicant has used to inform the LVIA.



17. By comparing these viewpoints from the Neighbourhood Plan, it is clear that the Applicant has not taken these important viewpoints into account as summarised below:

- A. – No comparable photography viewpoints
- B. – Viewpoints of 23 and 27 closest but not full comparable
- C. – Viewpoints of 16 and 27 closest but direction of view not comparable
- D. – Viewpoints 1, 2 and 3 closest

18. This shows the way that the Applicant has not taken into account the Shinfield Neighbourhood Plan when preparing and assessing the proposed development. Further information is required from the Applicant as to how the viewpoints identified in the Neighbourhood Plan are impacted and mitigated within the development.

## **Chapter 2: Emerging Policy**

### ***Emerging Local Plan***

19. WBC will be aware that the Local Plan Update 2023 – 2040 is currently subject to the examination process with the proposed development on land that is designated as a Strategic Development Location (SDL) in the emerging Local Plan Update via Policy SS132.
20. Whilst Part 1 hearing sessions took place in the Autumn of 2025, Part 2 hearings sessions are due to recommence on 17 March 2026 with sessions scheduled to continue until 26 June 2026.
21. Part 2 sessions are due to consider matters such as the spatial strategy, strategic development locations, infrastructure as well as a number of other matters that are all key to the future allocation of LGV.
22. The application has been submitted by the Applicant based on a draft allocation and draft planning policies, all of which are subject to change by the Inspectors in order to find the emerging Local Plan sound. With Part 2 hearing sessions for the Local Plan Update scheduled until the end of June, there is unlikely to be any comment from the Inspectors on the Local Plan for a number of months, reinforcing the prematurity of this planning application coming forward.

### ***Strategic Design Code***

23. Point 5 of Policy SS13 of the emerging Local Plan states that to ensure that development comes forward in a strategic, coordinated and comprehensive manner, delivery should be led by a single agreed vision and masterplan for the whole garden village that demonstrates how the principles established in this policy and supporting guidance in Appendix C have been considered to ensure high quality development. The masterplan must provide amongst other requirements a strategic design code.
24. It is understood that the preparation of a strategic design code is in progress with consultation on this anticipated to start in March. The application has therefore been prepared and submitted with an absence of information about the design code.
25. Without sight of the design code, it is not possible to properly assess whether the planning application complies with the policy, or whether it would prejudice the future comprehensive delivery of the garden village.



26. Having submitted the application before consultation on the design code has happened means that there has been no meaningful public engagement before the parameters have been set and consultees and local communities are unable to understand the long-term implications of the proposal or comment effectively on whether the application aligns with the intended vision for the garden village.
27. In addition, determining an application in advance of the design code risks undermining the allocation of the site. This application effectively fixes key design principles or establishes precedents that constrains the emerging design code, reducing it's effectiveness as strategic tools and potentially leading to piecemeal or inconsistent development.
28. The preparation and submission of the application to WBC in advance of the publication of even a public consultation of the strategic design code highlights the prematurity of the application and effectively undermines the planning process.

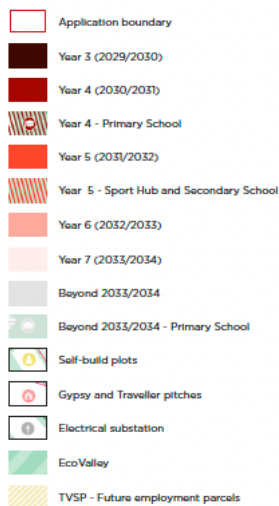
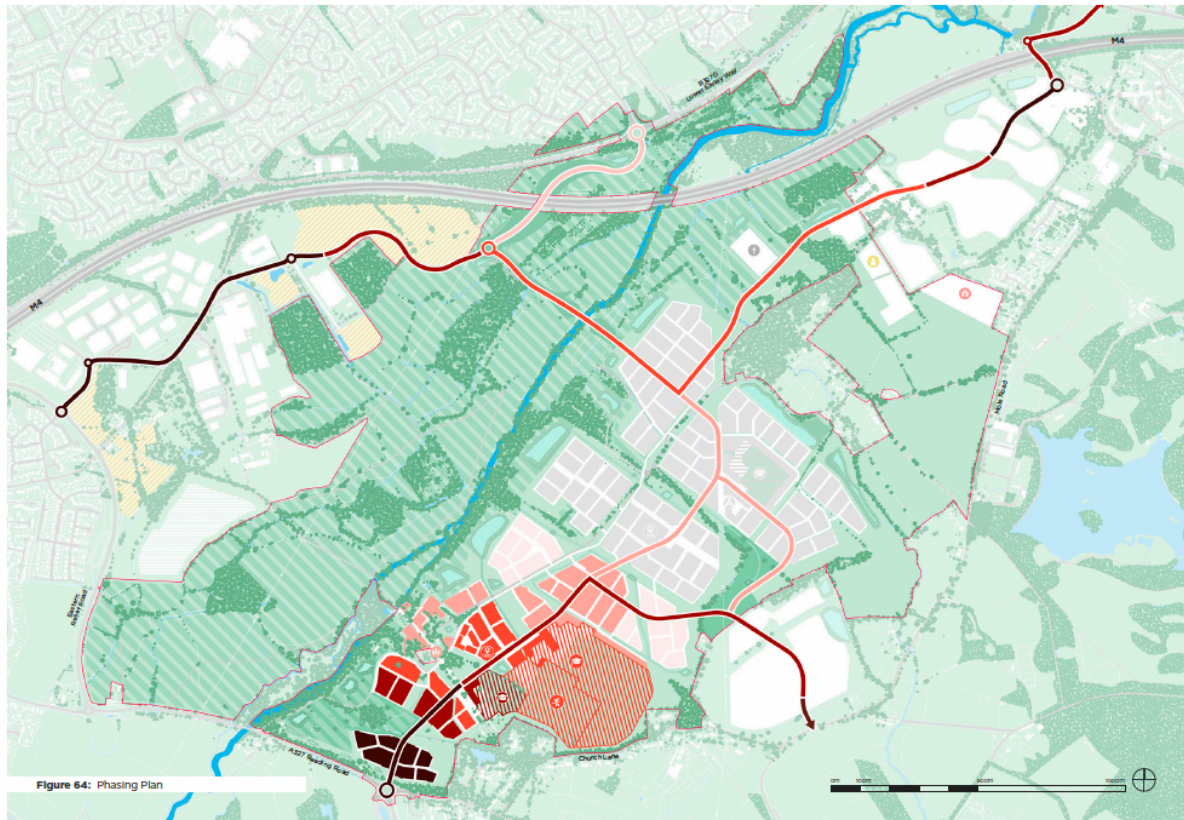
### **Chapter 3: Topic Areas**

#### ***Phasing Uncertainty and 'front loading' of Infrastructure***

29. Within the Design and Access Statement, submitted by the Applicant, Chapter 12 focuses on the implementation of the proposed scheme.
30. Within Chapter 12, it states, "*Phasing is a matter that will be considered in further detail in the Design Code, and will be subject for discussion with WBC and statutory providers to ensure that infrastructure is provided when required during the construction period.*"



31. Figure 64 within the Design and Access Statement also shows an Indicative Phasing Plan as shown below.





32. A table showing projected homes to be completed within the University of Reading land each year is also contained within Chapter 12 of the Design and Access Statement, as shown below.

| Year       | Projected homes completions within UoR land |
|------------|---------------------------------------------|
| 2028/29    | 25                                          |
| 2029/30    | 50                                          |
| 2030/31    | 100                                         |
| 2031/32    | 150                                         |
| 2032/33    | 155                                         |
| 2033/34    | 200                                         |
| 2034/35    | 300                                         |
| 2035/36    | 300                                         |
| 2036/37    | 300                                         |
| 2037/38    | 300                                         |
| 2038/39    | 300                                         |
| 2039/40    | 250                                         |
| Residual   | 370                                         |
| <b>TOT</b> | <b>2,800</b>                                |

33. There is concern that the phasing as indicated within the Design and Access Statement allows for the delivery of substantial numbers of dwellings well in advance of confirmed, on-site provision of key social and physical infrastructure.
34. The indicative housing trajectory shows a rapid escalation in annual completions over successive phases, particularly with the projected completions at 300 dwellings per year from years 2034/35. It is not considered however that the timing and certainty of supporting facilities such as education, healthcare, community services, and sustainable transport infrastructure has been fully considered and is, in several cases, deferred to later phases or “beyond” the current programme.
35. The lack of clearly defined and enforceable infrastructure triggers within the planning application further exacerbates these concerns. The phasing document indicates that infrastructure provision will be subject to future agreement through the Design Code and ongoing discussions with the local planning authority and statutory providers. This introduces an unacceptable level of uncertainty and risks infrastructure being delivered reactively, rather than proactively, in response to housing occupation.
36. It is not possible to properly assess whether the indicative phasing complies with the policy, or whether it would prejudice the future comprehensive delivery of the garden village. Local communities are therefore unable to understand the long-term implications of the proposal or comment effectively on whether the application aligns with the intended vision for the garden village.



37. It is also important to note that education provision is presented as indicative and subject to later phases, with additional primary school capacity identified only beyond 2033/34 rather than given a specific year of delivery. Given the cumulative housing numbers proposed by that point, we are not satisfied that sufficient educational capacity will be available in a timely manner, increasing pressure on schools in neighbouring parishes and necessitating longer travel distances for pupils.
38. The phasing of infrastructure and housing all has a direct impact on the level of active travel for both the new development and the existing development, particularly Shinfield.
39. Early phases appear likely to be car-dependent, with residents relying on the surrounding highway network and public transport services that primarily serve existing communities. This risks exacerbating congestion, reducing highway safety, and undermining the sustainability objectives of both the development and neighbouring parishes.
40. The early delivery of infrastructure is fundamental to establishing sustainable and active travel behaviours. The NPPF seeks to promote development patterns that reduce the need to travel and prioritise walking, cycling and public transport over reliance on the private car. However, these objectives can only be achieved where safe, direct and attractive active travel routes, together with local facilities and services, are provided from the outset of occupation and this should be prioritised when infrastructure triggers are set out for the proposed development.

### ***Pressure on Services/Facilities within the Parish***

41. The accompanying Facilities and Services Map identifies the relationship between the application site, the Shinfield Parish boundary and the distribution of existing services and facilities. It assists in demonstrating the practical links between Hall Farm and Shinfield, and provides spatial context for SPC's concerns regarding catchment, accessibility and the likely off-site effects of the development.
42. The Facilities and Services Report (which accompanies this submission) concludes that Shinfield Parish has an established but increasingly pressured base of services and facilities.



43. The Parish Council has identified clear, evidence-led priorities for future infrastructure, including **additional sports provision, safe and attractive walking and cycling routes, traffic mitigation and broader recreational opportunities (see Appendix B of the Facilities and Services Report)**. The delivery of these priorities will be essential to maintaining quality of life for existing and future residents. Planning policy, including the emerging Local Plan and the adopted Shinfield Neighbourhood Plan, provides a robust framework for securing this infrastructure, primarily through Section 106 obligations and coordinated strategic infrastructure planning.
44. The report concludes that Shinfield will form part of the development's functional catchment, particularly in the early phases, and that proportionate mitigation and contributions are therefore required.

### ***Highway Impact and Active Travel Connectivity***

45. A Transport Appraisal has been prepared on behalf of SPC by John Russell Transport Planning.
46. It concludes that as a whole, the Applicant has failed to demonstrate that the Proposed Development would not give rise to severe residual cumulative impacts on the transport network, as required by paragraph 116 of the National Planning Policy Framework.
47. The Transport Assessment and Environmental Statement are underpinned by outdated assumptions, lack essential baseline data, rely on unvalidated modelling, and materially understate future traffic demand. In these circumstances, it is not possible to conclude that the impacts of the Proposed Development have been properly identified, assessed, or mitigated.
48. The Environmental Statement therefore does not comply with the EIA Regulations, and the application fails to demonstrate compliance with national transport policy.
49. Planning permission should accordingly be withheld pending the submission of a fundamentally revised and robust transport and environmental assessment or refused outright. To grant permission on the basis of the current evidence would expose the decision-maker to a significant risk of legal challenge.
50. An Active Travel Connectivity Report has been prepared on behalf of SPC by ET Planning and John Russell Transport Planning.



51. The Active Travel Connectivity Report concludes that the existing and proposed network would not provide cycling conditions suitable for most people travelling between the site, Shinfield and surrounding settlements. It identifies the need for proportionate off-site measures, including a comprehensive 20mph zone, the Shinfield Eastern Relief Road toucan crossing and delivery of the Arborfield Road cycle scheme, if cycling is to become a realistic alternative to car use.

### **Noise Impact**

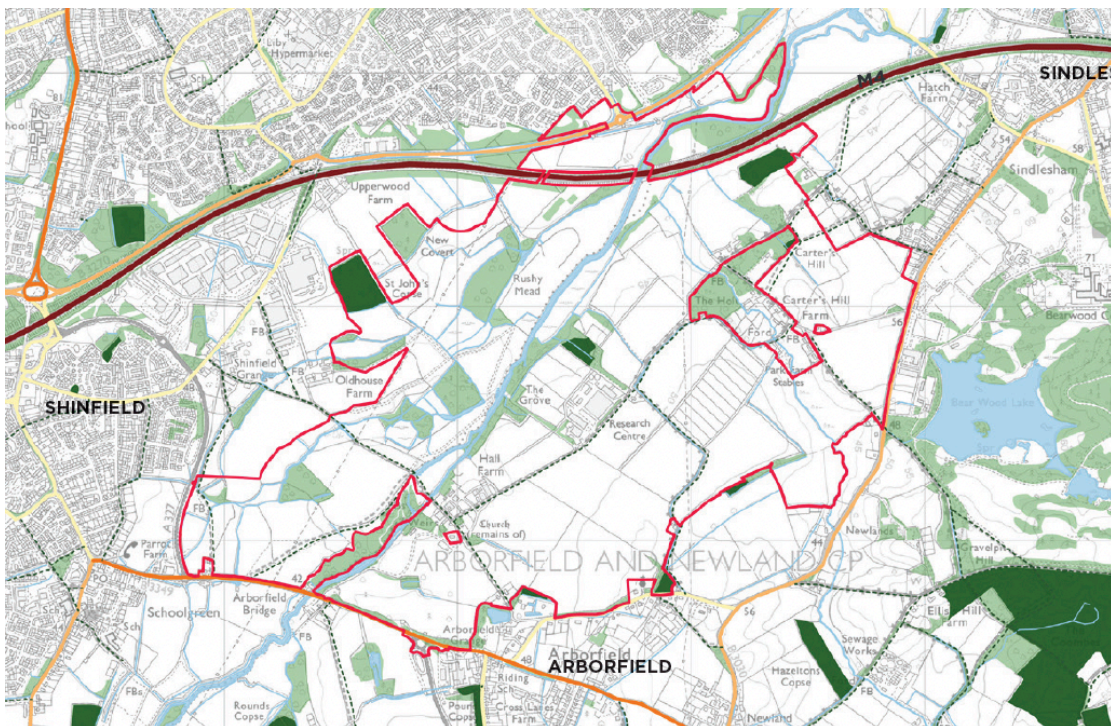
52. The Parish request clarity in regards to the look up table relating to data presented within the Air Quality Chapter (chapter 7) and Noise (chapter 15) sections of the Environmental Statement.
53. Figure 17.2 link reference has Link no. 14 as the section of the A33 between MereOak signal junction and Junction 11.
54. The Transport Chapter identifies AADT flows of around 51,322 (table 17.9) in 2040.
55. Appendix 15.4 which is the noise chapter identifies an 18-hour weekday flow of 5,396 (table 2-7) on Link no. 14 . Noting that the 18-hour weekday traffic flows are not the same measure as AADT, but I would question that there are over 45,000 vehicles on that section of the road network overnight between 00:00 and 06:00.
56. Having reviewed the data we believe the Traffic Chapter is correct, and the Noise Chapter is potentially wrong. It may be the case that this is a presentational admin error, however it may be that the noise consultant has got the link numbers mixed up which raises questions over the noise assessment and its validity. The noise assessment also doesn't seem to have any links that correspond with the M4. We would therefore welcome clarity over whether the M4 forms part of an assessment of road traffic noise. The absence of clarification, means that the impact of surrounding noise sources on the proposed development cannot be properly assessed.

### **EcoValley and Flood Risk**

57. Table 12.1 of the Planning Statement as submitted by the Application, sets out a summary of benefits and the planning weight that they deem should be attributed to each benefit.

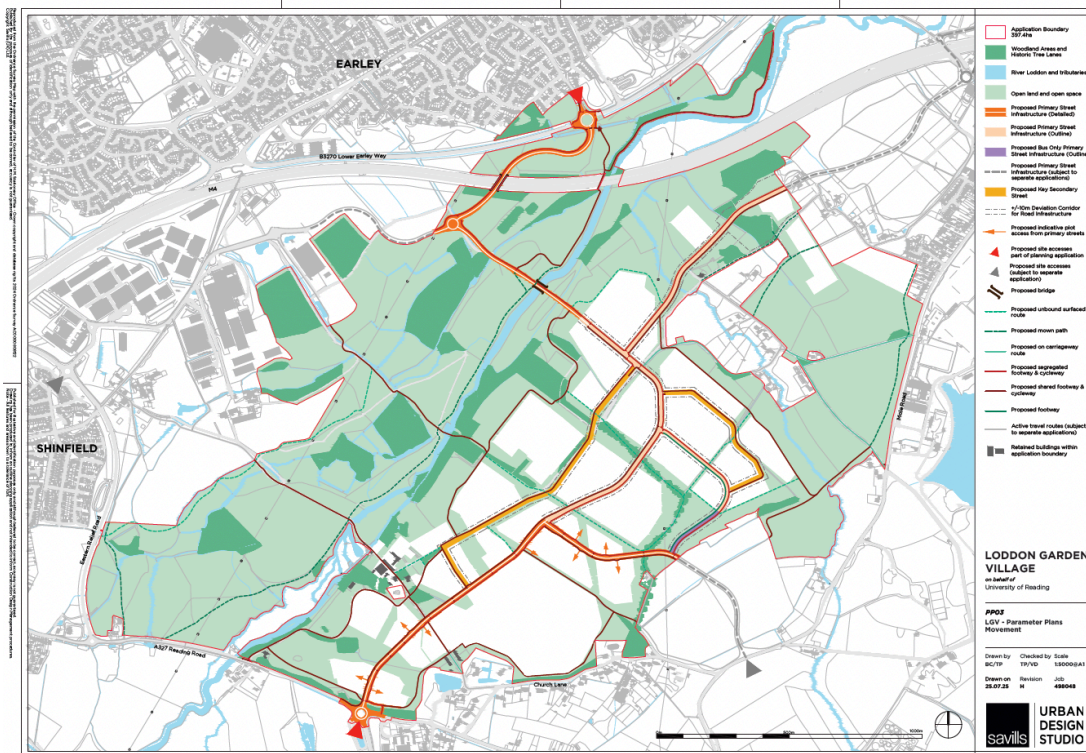


58. It identifies the *'provision of a new EcoValley that will serve both the development, adjoining communities, and the wider Borough of Wokingham, with the inclusion of SANG that will facilitate other developments required in the plan period'* as a social benefit of the LGV and Very Substantial weight is given in their planning balance.
59. Paragraph 9.10.11 of the Planning Statement states that, *"Areas of the site that are at risk of fluvial and pluvial flooding are to remain free of built development and will form part of the wider EcoValley area, which is a water compatible land use."*
60. The Drainage Strategy states at paragraph 8.1 that *"the areas of potential flood risk are primarily associated with the land west of the River Loddon, with some flooding within the watercourse corridors on the eastern side of the Loddon. It is noted that these areas are located outside of the proposed residential areas of the site. In areas prone to surface water flow and flooding, retention of natural drainage flow paths and integration with blue-green infrastructure is critical. Development will maintain pre-development surface water runoff rates, ensuring no increased flood risk either on or off-site."*
61. There are a number of public rights of way that cross the application site as shown in Figure 14.4 from Chapter 14 of the Environmental Statement that relates to Landscape and Visual Impact.





62. The Movement Parameter Plan, as shown below for ease, identifies a number of paths across the site, particularly within the EcoValley.



63. These include proposed unbound surfaced routes, proposed mown paths, proposed segregated footway and cycleway, proposed shared footway and cycleway and proposed footways.

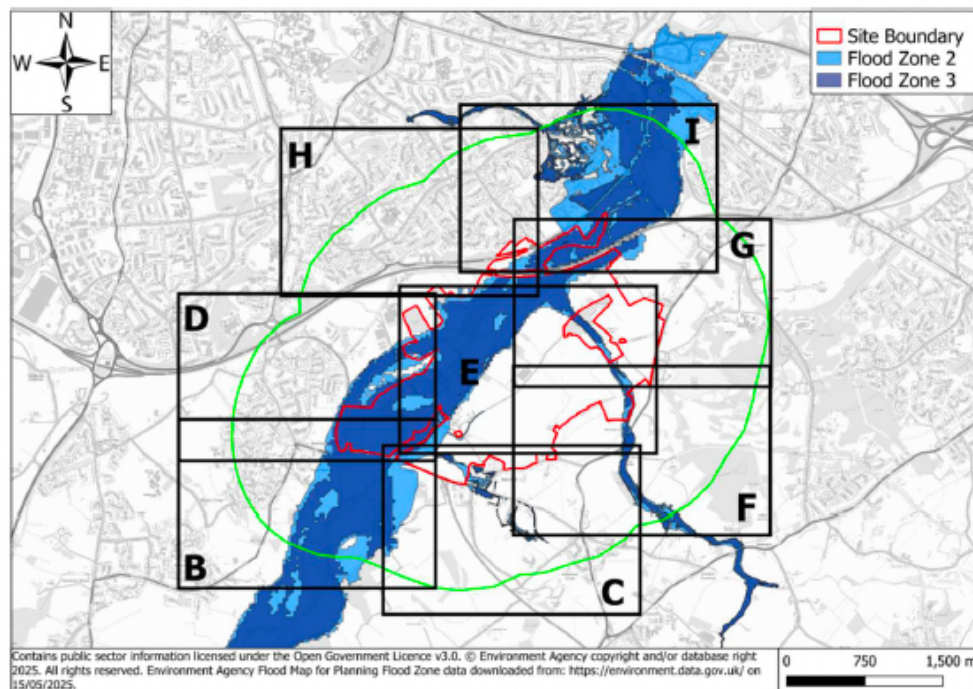
64. The Applicant states within Table 8.1 of the Planning Statement that the EcoValley is an integral and essential component of the application and has been configured in such a way as to be accessible to new residents of the development as well as surrounding communities. This will be achieved through the development of a network of footpath and cycleways to integrate with existing Rights of Way.

65. SPC acknowledges that the EcoValley is a benefit and can bring a number of opportunities for existing residents around the application site however it is considered that the Applicant does not acknowledge the extent of Flood Zones across this area that will considerably impact the useability of this area for recreation across a number of months of the year.

66. Figure 13.17 from Chapter 13 (Hydrology including Flood Risk & Drainage) shows the extent of Flood Zones 2 and 3 across the application site.



**Figure 13.17 View A**



67. As can clearly be seen, there is a significant part of the site that is contained within Flood Zones 2 and 3, which carry the highest risk of fluvial flooding and materially affects the EcoValley.
68. It is acknowledged that there is no built development proposed within the Flood Zone however the Applicant is attributing very significant weight to the EcoValley without acknowledging the flooding issue.
69. The Applicant seeks to provide active travel connectivity through the site through connections to the existing and proposed rights of way, however there is a concern that these footpaths will not be accessible when there is active flooding, negating the benefits that the Applicant has put forward.
70. There is no question as to the level of active flooding across the site, particularly in the winter months.
71. Drone photography of the wider site shows flooding across the site in January 2026.
72. The image below looks east towards the M4 and has been labelled to identify landmarks to assist in orientation.





73. The image below looks north west towards Shinfield.





74. These aerial images of the site clearly show persistent flooding across the site. The EcoValley has therefore been put forward as a significant benefit however it clearly will not be able to be used all year round, active travel connections across the site will be severed in times of flooding, affecting how the proposed development links with surrounding communities. It is therefore of our opinion that the benefit of the EcoValley has been overstated. Further information should be sought from the Applicant as to how flooding will affect the EcoValley, the use of it by residents all year round and how connections from the development to other areas will be impacted.

#### **Chapter 4: Community Infrastructure Levy**

75. Paragraph 11.2.2 of the Planning Statement states that, "At the time of writing, the application site is located within the 'Rest of Borough' area for CIL purposes. However, following discussions with the Council, it is anticipated that the Charging Schedule will be updated alongside the LPU, in order to give the LGV a nil (or nominal) rate. Infrastructure is therefore expected to be dealt with solely by via S106 Planning Agreement."
76. There is not yet a detailed programme from WBC in regards to an update to the CIL Charging Schedule.
77. Through contact with the Head of Planning Policy and Infrastructure at WBC, it is understood that WBC anticipate that the Council will look to go out to consultation on a new charging schedule following the May elections. Based on these timescales, including examination by an Inspector, it is likely that the adoption of a new CIL Charging Schedule would not come forward until at least late 2026 or early 2027.
78. SPC have sought independent legal advice in regards to the CIL liability arising from the proposed development. The legal advice received confirms that whilst there is a published timetable for the adoption of a new CIL Schedule in the Local Development Scheme (LDS), in the absence of any published draft there does not appear to be any reasonable basis for carrying out the assessments of the Development, in particular the viability work, against anything other than the currently adopted CIL Schedule. Further, the deadline for the determination of the application is well before the current timetable for the adoption of a new CIL Schedule. This reinforces the point that the assessment of the Development should be carried out against the currently adopted CIL Schedule. Therefore the applicant should confirm the position in respect of the currently adopted CIL Schedule (and whether infrastructure provision and affordable housing remains viable).



## Chapter 5: Conditions and Obligations

79. A Facilities and Services Report has been prepared in order to inform SPC's response to the application. The report has sought to provide a desk-based overview of the services and facilities in Shinfield Parish and it considers how provision is planned and delivered. It is extremely important for there to be certainty for the SPC in regards to any development coming forward to ensure that any impact is suitably mitigated for existing residents in regards to facilities, services and infrastructure. This is through the lifetime of the build and also for the future lifetime of the proposed development.
80. The requests from the Parish Council focus on mitigating increased demand for sports and recreational facilities, enabling safe and sustainable access to education, and addressing traffic and highway impacts on the surrounding road network. The scope, location and timing of the measures are proportionate to the development and targeted to the areas and communities most directly affected.

| Infrastructure Item                         | S106 Requirement                                                                   | Necessity to Make Development Acceptable                                                                                      |
|---------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Junior football pitches                     | Delivery of two junior grass football pitches at High Copse Pavilion (ref. 223287) | Required to mitigate increased demand for football pitches arising from population growth associated with the LGV development |
| Non-football / non-cricket sports provision | Delivery of alternative sports facilities                                          | Required to alleviate pressure on existing indoor and outdoor sports facilities arising from LGV                              |
| Mountain bike trail                         | Provision of a mountain bike trail (subject to agreement)                          | Provides accessible recreational infrastructure where income-generating facilities are not viable                             |
| Arborfield Road Cycle Scheme                | See Active Travel and Connectivity Report                                          | See Active Travel and Connectivity Report                                                                                     |
| Arborfield Road Toucan Crossing             | See Active Travel and Connectivity Report                                          | See Active Travel and Connectivity Report                                                                                     |



| Infrastructure Item                           | S106 Requirement                          | Necessity to Make Development Acceptable  |
|-----------------------------------------------|-------------------------------------------|-------------------------------------------|
| Shinfield Eastern Relief Road Toucan Crossing | See Active Travel and Connectivity Report | See Active Travel and Connectivity Report |
| 20mph Zone                                    | See Active Travel and Connectivity Report | See Active Travel and Connectivity Report |

81. On the final point (20 mph zone) the Active Travel Connectivity Report has sought to set out a series of pragmatic and deliverable interventions that, collectively, would establish a coherent and safer cycle network suitable for most users. These are set out overleaf.

| Route                                             | Proposed Solution           | Benefits                                                                                                                                                                                                                             |
|---------------------------------------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hollow Lane between Brookers Hill and Church Road | Reduce speed limit to 20mph | Aligns with LTN 1/20 guidance for mixed-traffic cycling environments. While traffic volumes may still deter some users, lower speeds significantly improve safety and comfort and facilitate safer pedestrian and cyclist crossings. |
| Hyde End Road                                     | Reduce speed limit to 20mph | Creates conditions more suitable for cycling in the absence of segregation. Reduced speeds lower collision risk and severity and improve perceived safety.                                                                           |
| Arborfield Road between Hollow Lane and SERR      | Reduce speed limit to 20mph | Enables cycling within a lower-speed traffic environment where segregation is not currently achievable,                                                                                                                              |



| Route                                                             | Proposed Solution                                                                                                                                                                                                                                 | Benefits                                                                                                                                                               |
|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                   |                                                                                                                                                                                                                                                   | improving route continuity.                                                                                                                                            |
| Arborfield Road between SERR and River Loddon                     | Provide the Applicant's proposed 3m-wide shared footway/cycleway on the southern side of Arborfield Road, <b>together with a minimum 0.5m buffer to the carriageway</b> . Provide a toucan crossing to connect with on-site cycle infrastructure. | Meets LTN 1/20 recommendations for routes attractive to most users. Physical separation and signal-controlled crossing significantly improve safety and accessibility. |
| Basingstoke Road on northbound approach to Church Lane Junction   | Reduce speed limit to 20mph                                                                                                                                                                                                                       | Supports cycling in a mixed-traffic environment and improves pedestrian and cyclist crossing opportunities.                                                            |
| Basingstoke Road on northbound approach to Hyde End Road Junction | Reduce speed limit to 20mph                                                                                                                                                                                                                       | Improves safety and comfort for cyclists and reduces severance effects within the settlement.                                                                          |
| Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane | Reduce speed limit to 20mph and remove reliance on substandard shared footways                                                                                                                                                                    | Reduces risk associated with narrow footways and improves cyclist safety within the carriageway.                                                                       |
| Church Lane between Hyde End Lane and Basingstoke Road            | Reduce speed limit to 20mph                                                                                                                                                                                                                       | Creates a safer and more consistent cycling environment and improves route legibility.                                                                                 |

82. Finally, SPC request that the legal agreement secures funding for a Parish Council Monitoring Officer, to be employed by Arborfield and Newland Parish Council (on behalf of the parishes directly affected by the development), at a cost of £50,000 per year (rising in accordance with National Joint Council increases each year) – to be funded by the Applicant for the lifetime of the build.
83. The role of the Monitoring Officer would be to track triggers within the s106 and planning conditions, ensuring compliance, and liaising with stakeholders to ensure that the proposed development comes forward with the required mitigation at the correct time to limit any adverse impacts on existing residents.



## **Conclusion**

84. Shinfield Parish Council supports the principle of sustainable development, and recognises the potential value of a well-designed, well-phased garden village such as LGV to address housing need, deliver green space, community facilities and housing diversity. However, given the scale of the proposal, and its proximity to (and effect on) adjoining parishes including Shinfield, it is crucial that WBC ensures the phasing, infrastructure, environmental protection and community mitigation are secure, transparent and enforceable.
85. We therefore respectfully urge WBC to attach appropriate conditions and Section 106 obligations if planning permission is granted for application 252498, to protect the interests of existing communities and ensure fair distribution of both benefits and burdens.
86. We would welcome a meeting with WBC officers and the Applicant to discuss these points further.

Yours faithfully,

***Shinfield Parish Council***



## **Transport Review**

### **Loddon Garden Village, Shinfield**

*On behalf of*  
**Shinfield Parish Council**

**January 2026**

### Document Revision Control

| Revision | Date         | Prepared By |
|----------|--------------|-------------|
| 0        | January 2026 | JNR         |

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**CONTENTS**

1.0 INTRODUCTION ..... 1

2.0 POLICY CONTEXT .....2

3.0 TRANSPORT ASSESSMENT APPROACH.....7

4.0 TRIP FORECASTING ..... 11

5.0 ENVIRONMENTAL STATEMENT ..... 14

6.0 MITIGATION ..... 17

7.0 SUMMARY AND CONCLUSION ..... 19

## 1.0 INTRODUCTION

- 1.1 This Transport Review (TR) is prepared on behalf of Shinfield Parish Council (SPC) in relation to planning application reference 252498 which proposes to develop land at Hall Farm, Church Lane RG2 9HX ('the Site') for a new village comprising up to 2,800 residential dwellings ('the Proposed Development'). The Proposed Development is also referred to as Loddon Garden Village (LGV). The application is to be determined by Wokingham Borough Council ('the Council') which is also the county highway authority.
- 1.2 The note is prepared as at January 2026 and is based on documents available on the Council's planning portal.

### Scope of Transport Appraisal

- 1.3 This TAR considers the following matters:
- Transport policy and guidance of relevance to the Proposed Development;
  - The approach taken to predicting traffic movements to, from and within the Site and the reliability of any mode shift away from the car relied on having regard to the proposed mitigation. Where it is concluded that the mitigation proposals do not support the mode shift relied on, alternative traffic forecasts are provided;
  - The approach taken to determining the cumulative transport and traffic related environmental impacts; and
  - The transport mitigation proposed to support the Proposed Development and in particular, the ability of the mitigation to produce and accommodate a mode shift;
- 1.4 A summary is provided in the final section together with an overall conclusion which is that the Proposed Development fails to demonstrate compliance with national transport policy or the EIA Regulations.
- 1.5 In the absence of a robust assessment of residual and cumulative impacts, the Environmental Statement does not meet the requirements of the EIA Regulations. Planning permission should therefore be withheld pending the submission of adequate assessment work or refused in accordance with paragraph 116 of the NPPF. Granting permission in its current form would expose the decision to a significant risk of legal challenge.



## 2.0 POLICY CONTEXT

2.1 The Government's planning policies for England are set out in the National Planning Policy Framework ("the NPPF"), published in December 2024 and updated with minor technical corrections in February 2025. The NPPF highlights the need for close coordination between land-use planning and transport planning to support sustainable development.

2.2 Paragraph 110 of the Framework states the following:

*'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

2.3 It is noted that paragraph 110 does not require that every location considered for development must have access to every sustainable mode of travel. It does, however, require that the choice of transport modes should be 'genuine'.

2.4 The NPPF provides no definition of the term 'genuine' with reference to choice of transport modes. The inclusion of the term 'genuine' must logically signal the government's intention that the mere presence of transport modes does not meet the policy requirements. Instead, the choice of transport modes should be sufficiently attractive that people could reasonably be expected to use them. In the alternative, the government could have omitted the word 'genuine' and simply required 'a choice of transport modes'.

2.5 Paragraph 115 of the Framework states the following:

*'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'*

2.6 Turning to the National Design Guide, this identifies walkable distances as being:

*‘Walkable: Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).’<sup>1</sup>*

2.7 This theme of 800m walkable neighbourhoods is reiterated in mode specific design guidance including ‘Planning for Walking’ published by the Chartered Institution of Highways and Transportation (“CIHT Walking Guidance”), April 2015.

2.8 Subject to demonstrating that a site is sustainable, Paragraph 116 provides guidance regarding the transport related circumstances in which planning permission can be withheld or refused stating:

*‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.’*

2.9 Paragraph 116 is very clear that an applicant, inter alia, needs to demonstrate that the impacts on the road network arising from a specific development proposal would not be severe when considering it isolation and also cumulatively with all other future developments / transport proposals that are reasonably anticipated.

## Design Guidance

### Walking

2.10 The Chartered Institution of Highways and Transportation (CIHT) ‘Guidelines for Providing Journeys on Foot’ (2000) suggests acceptable, desirable and preferred maximum walking distances (‘acceptable’ walking distances would vary between individuals). These walking distances are applied consistently when assessing the reasonable walking times whether a development is in a rural or an urban location.

2.11 Table 2.1 summarises the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

|                                                      | Town Centres           | Commuting/<br>Schools      | Elsewhere                |
|------------------------------------------------------|------------------------|----------------------------|--------------------------|
| Desirable                                            | 200                    | 500                        | 400 (5 minutes’ walk)    |
| Acceptable                                           | 400 (5 minutes’ walk)  | 1,000 (12.5 minutes’ walk) | 800 (10 minutes’ walk)   |
| Preferred Maximum                                    | 800 (10 minutes’ walk) | 2,000 (25 minutes’ walk)   | 1,200 (15 minutes’ walk) |
| Source: ‘Providing for Journeys on Foot’, CIHT, 2000 |                        |                            |                          |

Table 2.1: Reasonable Walking Distances (metres)

2.12 The above guidance, published in 2000, should be read in comparison to the Government’s current guidance regarding walkable neighbourhoods in which services and facilities are within an 800m walk. It is noteworthy that the guidance in table 2.1 broadly aligns with this 800m walkable theme, which is

<sup>1</sup> Page 20 National Design Guide



the Government's current advice and guidance on distances that it can reasonably be expected that people will walk to reach services and facilities.

### *Cycling*

- 2.13 The Chartered Institution of Highways and Transportation (CIHT) identifies that the bicycle can reasonably be considered a potential mode of transport for most people (subject to suitable infrastructure provision, in particular the level of protection afforded to cyclists from traffic which is set out in the Government's guidance note LTN1/20) for all journeys under five miles (approximately 8 kilometres) (Planning for Cycling, 2015).
- 2.14 Local Transport Note 1/20 (LTN 1/20), Department for Transport, 2020 provides guidance on the design of cycle infrastructure LTN1/20 is the government's current guidance on designing infrastructure for cyclists in order to encourage a greater uptake in cycling in accordance with the Government's adopted policy '*Gear Change A bold vision for cycling and walking*' which was issued in July 2020. This was inspired by and endorsed by the then Prime Minister.
- 2.15 It is clear from the Government's currently adopted cycle policy and design guidance that the outcomes of cycle infrastructure interventions are to:
- Create better streets for cycling and people
  - Put cycling and walking at the heart of transport, place-making, and health policy
  - Enable people to cycle and protect them when they cycle
- 2.16 With regards to design principles '*Gear Change A bold vision for cycling and walking*' states that:
- 'In order to see the increases in cycling we want, the quality of cycling infrastructure installed on our roads must dramatically improve.'*
- and
- 'Cycling is or will become mass transit and must be treated as such. Routes must be designed for larger numbers of cyclists, for users of all abilities and disabilities.'*
- 2.17 Having regard to how critical the creation of a safe and attractive network of cycle is to Government, it is reasonable to expect that cycle infrastructure meets the minimum requirements of LTN1/20, which in many cases are no more onerous than previous versions of the LTN. The substantive change in LTN1/20 is its reflection of Government policy which is that cycling should be accessible by most people irrespective of ability.
- 2.18 For context, LTN1/20<sup>2</sup>, identifies that on roads which have a daily traffic volume in excess of 6,000 vehicles per day, that in order to meet Government policy on encouraging inclusive cycling, the

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<sup>2</sup> LTN 1/20 Figure 4.1 "*Appropriate protection from motor traffic on highways*"

minimum appropriate protection required to make a route attractive to most people is a segregated space.

2.19 In addition to the guidance in Figure 4.1 of LTN1/20, the document provides the following advice:

*'7.1.1 Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic, as shown in Figure 4.1. Most people, especially with younger children, will not feel comfortable [cycling] on-carriageways with more than 2,500 vehicles per day and speeds of more than 20 mph. These values should be regarded as desirable upper limits for inclusive cycling within the carriageway.'*

*'7.1.3 This Chapter also covers single track rural lanes which may have higher speed limits but where the daily traffic flow is typically much less than 2,500 vehicles per day. The requirement for formal Quiet Lanes designation is fewer than 1000 vehicles per day (see paragraph 7.5.3). There is large variation in motor traffic speed, volume and in the geometry of rural lanes, so any design interventions need to be specific to the local context.'*

2.20 LTN1/20 also provides the following guidance:

- Paragraph 4.2.12 states: 'Cycle routes remote from roads may have other risks relating to crime and personal security. The risk of crime can be reduced through the removal of hiding places along a route, by providing frequent access points, by providing lighting, and by passive surveillance from overlooking buildings and other users.'
- Paragraph 8.1.2 bullet 4 states: 'For year-round utility cycling, a sealed surface is necessary...., and street lighting should be provided. Where the purpose of the route is primarily for leisure trips, typically in rural areas, these features may be less important. However, loose gravel surfaces can be difficult or inaccessible for people in wheelchairs and some types of adapted cycle.'

#### *Public Transport*

2.21 'Planning for Walking' published by the Chartered Institution of Highways and Transportation ("CIHT Walking Guidance"), April 2015 sets out in section 6.4 advice on walking catchments for public transport as follows:

*"The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres (DOENI, 2000). People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services."*

2.22 For comparison, the Transport for London (TfL) Passenger Transport Accessibility Level (PTAL) metric was established to determine an individual's accessibility to public transport using a combination of distance to a public transport node, number of services serving the node and the frequency of each. It uses a walk distance of 640m for accessibility to a bus stop and 960m for accessibility to a railway station.

2.23 Considering the above guidance, it is reasonable to assume that a person would walk up to 640m to reach a bus stop and 960m to reach a railway station. This equates to a walk time of 8 and 12 minutes respectively.



- 2.24 Adding to this guidance, the Government has recently indicated that a 15-minute walk can assumed to be a reasonable distance to reach a railway station that provides a regular service. No guidance on what this means in terms of distance is provided and it is noted that the distance that can be walked in 15 minutes is subject to several factors including time spent crossing roads (which can add up to 2 minutes at a traffic signal crossing – even longer on busy roads without active pedestrian crossings), topography, footway width and an individual's fitness level. However, there is no doubt that 15 minutes includes the upper limit of 960m identified by TfL and could reasonably extend to 1.2km in urban areas where an individual is crossing one or two roads.
- 2.25 There is no industry guidance regarding the distances people will cycle to reach a railway station. However, for an average cyclist, a 15-minute travel time, which is the Government's current guidance on a reasonable connecting travel time to a railway station, equates to a travel distance of 3km – 4km subject to the provision of suitable infrastructure to support cyclists including priority measures at junctions.

### 3.0 TRANSPORT ASSESSMENT APPROACH

- 3.1 The Applicant has not undertaken any traffic survey work to establish baseline conditions for the Transport Assessment (TA). Instead, the Applicant relies solely on traffic forecasts obtained from the Wokingham Strategic Transport Model (WSTM). Forecast traffic flows obtained from the WSTM have then been included in stand-alone junction models
- 3.2 Mode shift away from car use is dealt with in the modelling through a manual adjustment to traffic volumes in the model, based on qualitative judgement that a 7% mode shift away from car use, in addition to the mode share implicit to the trip rates used, is reasonable. The credibility of this adjustment is reliant on the off-site mitigation, which is discussed in more detail later in this report.
- 3.3 Should it be concluded that the off-site mitigation is unlikely to be sufficient to deliver the mode shift away from car use anticipated, this would undermine the traffic modelling such that the identification of the locations and magnitudes of cumulative, residual impacts on the road network would be flawed. This in turn would result in a failure to identify the necessary mitigation measures to support delivery of the Plan.

#### WSTM

- 3.4 The Wokingham Strategic Transport Model (WSTM) relies on the National Trip End Model (NTEM) to constrain traffic growth within the network. NTEM provides estimates of person travel by purpose across all modes of transport, including walking and cycling, for zones covering Great Britain. While the NTEM zonal system is appropriate for national-level analysis and provides a broad indication of changes in travel patterns over time, it lacks the spatial granularity necessary to understand localised travel demand responses to the distribution of development within individual local authority boundaries. In particular, NTEM assumes that development is distributed uniformly within each zone. The model is managed and maintained by the Department for Transport (DfT) and is primarily informed by Government population and household forecasts.
- 3.5 The NTEM is reviewed on a five-year cycle and was most recently updated in 2022. That update is, inter alia, based on the Office for Budget Responsibility (OBR) 2018-based population projections, using the 0% EU migration variant. In recent years, however, migration from non-EU countries has significantly exceeded the levels assumed in those projections. For example, the 2018 population forecasts predicted that the population of England would increase by approximately 4.1 million people between 2023 and 2043. The closest equivalent period in the current population forecasts is 2022 to 2042, over which the Government now forecasts an increase of 7.1 million people—almost double the previously forecast growth over a comparable 20-year period.
- 3.6 Since 2022 there have been several changes of government. The current Government has stated an intention to address the identified misalignment between median incomes and house prices through the planning system. This is being pursued by applying a multiplier to planned housing requirements based on the ratio between median house prices and median salaries at a local level, as set out in Annex D of the draft National Planning Policy Framework (NPPF) published in December 2025. As a result, the



emerging pattern of housing delivery increasingly departs from that implied by household growth forecasts alone.

- 3.7 Recognising that forecasts and policy priorities can change overtime, the DfT provides a range of NTEM-based trip forecast scenarios. These allow transport modelling practitioners to select an appropriate scenario reflecting local circumstances and the purpose of the assessment. In addition to the Core Scenario, which is typically applied as the default, the DfT also provides High Economy and Low Growth Economy scenarios, reflecting alternative assumptions regarding population growth, household formation, and economic performance.
- 3.8 The Council's obligation to allocate land for housing arises from the Government's revised methodology for assessing housing need, which identifies a substantial affordability-driven uplift in required housing delivery. Consequently, housing provision in Wokingham is expected to exceed levels that would be anticipated based solely on forecast household growth.
- 3.9 NTEM8.0 Data Report (dated April 2022) is one of the supporting documents to the current version of the NTEM which is accessed through TEMPro Version 8.1. As explained at section 3.4 of the NTEM8.0 Data Report, the most current planning data available to the DfT at 2022 was used in preparing the model which is confirmed in Appendix E of the NTEM8.0 Data Report as being the Wokingham Core Strategy (WCS), which was adopted in January 2010.
- 3.10 Policy CP17 of the WCS establishes a housing requirement of approximately 661 dwellings per annum (dpa) across Wokingham Borough. This figure forms the basis of the housing input to the version of NTEM relied upon by the Applicant in assessing the cumulative impacts of the Proposed Development.
- 3.11 The Council is currently progressing a draft Local Plan which, if adopted, will set the spatial strategy for the period 2023-2040. The submitted draft Local Plan identifies a housing requirement of 748 dpa across the Borough, representing an increase of approximately 13% over the housing delivery assumed within the current NTEM. Furthermore, should the draft NPPF be adopted in its current form, the Council would be required to demonstrate a five-year housing land supply exceeding 1,300 dpa—approximately double the housing delivery level reflected in the current NTEM assumptions.
- 3.12 When this increased rate of housing delivery is considered alongside the Government's revised population projections—which indicate a substantially higher population by 2040 than assumed in the 2018 forecasts underpinning NTEM—it is clear that, as a minimum, the DfT's High Economy Scenario should be adopted as the basis for traffic modelling in the Wokingham area.
- 3.13 Finally, Wokingham does not exist in isolation. Neighbouring authorities are experiencing similar growth pressures arising from the revised standard method for assessing housing need. The resulting uplift in housing delivery across Berkshire and north Hampshire will contribute to cumulative impacts on the wider road network, including increased cross-boundary travel and traffic displacement, whereby existing traffic reassigns to alternative routes in response to congestion generated by new development. These effects should be appropriately reflected within the traffic modelling framework.
- 3.14 The Proposed Development is therefore contrary to the requirements of NPPF paragraph 116.

- 3.15 The traffic modelling relies on NTEM assumptions that are demonstrably out of date and no longer reflect current demographic trends or national planning policy. Population growth, housing delivery, and cross-boundary development pressures now materially exceed the levels embedded within the NTEM Core Scenario. In this context, continued reliance on those assumptions significantly understates future travel demand and network impacts. At a minimum, the DfT's High Economy Scenario should be adopted to provide a realistic and reasonable assessment of cumulative traffic effects.
- 3.16 This approach is required by paragraph 116 of the National Planning Policy Framework, which mandates that assessments consider all reasonable future scenarios. By failing to do so, the Applicant's current transport assessment does not comply with national planning policy and should therefore be refused.

### **Local Junction Models**

- 3.17 A transport model is a tool that converts readily available data and assumptions into a forecast of demand and supply on the transport network.
- 3.18 All models, whether transport or other, are underpinned by a large number of assumptions. In the case of transport models, TAG Unit 1.1<sup>3</sup> identifies these as including:
- that the structure of the model is a sound representation of human behaviour and based on sound theoretical principles
  - that any necessary simplifications within the model do not have a materially adverse effect on the required quality and assurance of the results with regards their ultimate use
  - numerical parameters used in the model, many of which cannot be observed directly and therefore need to be estimated using a sample of data and statistical principles (a process known as calibration).
- 3.19 There is always a risk that a model may not be realistic due to the error around the model parameters used, or limitations in the extent to which the model can represent relevant human behaviour. Before using any model, it is therefore essential to check that it produces credible outputs consistent with observed behaviour. TAG Unit 1.1<sup>4</sup> identifies that this is done by constructing a model base year (either the current year or a recent year, depending on the data available), and:
- comparing the outputs (after it is run) with data independent from its construction (validation);
  - checking that its response to changes in inputs is realistic, based on results from empirical evidence (realism testing); and
  - checking that the model responds appropriately to all its main inputs (sensitivity testing)
- 3.20 In summary, TAG guidance reiterates that transport models, as with all mathematical representations of human behaviour, must be calibrated against the data used in their development and then validated

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<sup>3</sup> TAG Unit 1.1, Paragraph 2.1.2

<sup>4</sup> TAG Unit 1.1, Paragraph 2.1.6



against alternative data in order to have confidence that the model will produce credible outputs. This calibration and validation process is an essential part of building a credible and realistic model.

- 3.21 In this context, a review of the Applicant's submitted transport evidence identifies the following fundamental omissions:
- No observed traffic data has been provided.
  - No observed queue length data has been provided.
  - No observed queue delay data has been provided.
  - No reference to either calibrating or validating the junction models is made.
- 3.22 On this basis, it is concluded that the Applicant has failed to undertake appropriate calibration and validation of the junction models. TAG is explicit that calibration and validation are essential in order to have confidence that a model produces credible and reliable outputs. In the absence of observed data and documented calibration, no weight can be attached to the modelling results presented.
- 3.23 The provision of transport assessment data that establishes the likely effect of development is a requirement of the NPPF (paragraph 118) and this assessment work demonstrates a developments compliance with the tests in Paragraph 116. By failing to provide credible, calibrated, and validated junction modelling, the Applicant's transport assessment does not meet national policy requirements and should therefore be refused.

## 4.0 TRIP FORECASTING

### Benefits of a Comprehensive Masterplan

- 4.1 The benefits of a comprehensive masterplan in reducing the impacts of new development on the existing highway network are well established. The careful integration of a balanced mix of everyday land uses alongside residential development, connected through a robust and sustainable movement framework, can make a significant contribution to:
- Retaining a proportion of new trips entirely within the development area, thereby avoiding additional pressure on the existing highway network; and
  - Increasing the proportion of trips per dwelling undertaken by sustainable modes of transport. By locating everyday facilities in close proximity to residential areas, connected by appropriate supporting infrastructure, residents are more likely to choose sustainable modes of travel, particularly active travel modes.
- 4.2 While this approach has considerable potential to limit the number of journeys undertaken by private motor vehicles on the surrounding highway network, it is important to recognise that comprehensive masterplanning:
- Reduces the rate of growth in vehicular traffic on the existing highway network when compared with alternative development patterns, such as multiple smaller-scale schemes that lack on-site everyday facilities. However, a residual increase in vehicular traffic on the surrounding highway network remains unavoidable; and
  - Requires a development scale sufficient to sustain the proposed mix of land uses. As a consequence, the residual increase in vehicular traffic may still be substantial and, if not appropriately mitigated, could give rise to significant adverse environmental effects at a local level, as well as material operational impacts on the existing highway network
- 4.3 It is therefore essential that a robust and realistic forecast of residual vehicular trip generation (referred to in the TAR as “external trips”) is undertaken. This enables the identification and delivery of proportionate and targeted infrastructure interventions necessary to mitigate any significant adverse environmental and highway network impacts arising from increased road traffic. Through this approach, the benefits of comprehensive masterplanning can be fully realised while ensuring that the development remains sustainable, resilient, and acceptable in transport terms.
- 4.4 The Applicant’s approach to determining the residual external trips arising from the Proposed Development is considered in detail below.

### Development Traffic

- 4.5 The Applicant has relied on data contained within the TRICS database to forecast peak-hour trips associated with the land uses that form the Proposed Development. Appendix C of the TA sets out the developments used to derive the person trip rates (PTRs), expressed per unit of development (e.g. PTR per dwelling or per 100sqm of floorspace).



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- 4.6 It is disappointing that, for a strategic development of the scale and ambition of the Proposed Development the transport framework has been derived primarily from historic trip rate data collected at sites that did not benefit from such an approach. While TRICS provides a recognised and useful tool for estimating trip generation, it is not the only available methodology, nor is it necessarily the most appropriate starting point for a development of this nature.
- 4.7 However, having elected to base trip generation on historically collected TRICS data, it is fundamental to the reliability of the resulting forecasts that this data is subject to rigorous scrutiny. In particular, the selected TRICS sites must be carefully analysed to ensure that they provide a close and defensible match with the anticipated characteristics, scale, location, and transport context of the Proposed Development.
- 4.8 TRICS allows data to be filtered by location, accessibility, and a range of contextual variables. The database contains hundreds of surveyed sites nationwide, enabling statistically meaningful analysis that can account for environmental, locational, and socio-economic differences between areas. Such filtering and analysis are essential to ensure that the resulting PTRs are robust and appropriate for application to a specific development.
- 4.9 A review of Appendix C of the TAR indicates that little meaningful filtering or statistical analysis of the TRICS data has been undertaken. Instead, the Applicant has selected an apparently unrelated sample of sites including sites with just 8 dwellings. None of the sites selected as proxy sites are located in Wokingham and none are located even in Berkshire.
- 4.10 Furthermore, TRICS data is collected at the edge of a development rather than at individual dwellings. This means that a degree of trip internalisation is already embedded within the TRICS trip rates. Without careful consideration of this factor, there is a further risk that the Applicant's forecasts underestimate actual trip generation.
- 4.11 Most importantly, the Shinfield area has been the subject of strategic development over the years which would have served as an excellent basis for establishing a trip rate that reflects the local geography and demographics and yet the Applicant makes no reference to this existing, significant new development that has been delivered adjacent to the Site.
- 4.12 These methodological issues in determining peak hour trip rates per dwelling are compounded by applying data from the National Travel Survey (NTS) to the TRICS data. While the NTS provides valuable insights into national travel trends, it lacks the granularity necessary to reflect travel characteristics at District or County levels; the lowest level of granularity available is regional.
- 4.13 Applying NTS data without comparing the household characteristics of NTS respondents to those of the Proposed Development can result in significant misalignment. No comparison is made between the daily trips per person per dwelling in TRICS and the daily trips per person per household size in NTS.
- 4.14 As an example, larger households are more likely to have school-aged children and therefore generate more education or escort trips. Yet as an example, the TAR assumes that all dwellings, regardless of household size, type, or tenure, will result in the same proportion of education/escort purposes. This is an overly simplistic and flawed approach for a development of this scale and varied housing mix.
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- 4.15 While errors in forecasting trip generation may cause only minor differences in per-dwelling rates, when applied across several thousand dwellings, these errors result in changes to external travel demand of sufficient magnitude to potentially produce severe residual impacts.

### Summary

- 4.16 Comprehensive masterplanning can reduce the impact of new development on the highway network by retaining trips within the site and encouraging sustainable travel. However, residual vehicular traffic is unavoidable, and robust forecasting of “external trips” is essential to identify targeted mitigation measures and ensure sustainable development.
- The Applicant’s transport assessment relies primarily on historic TRICS trip rate data, supplemented by National Travel Survey (NTS) information. For a strategic development of this scale, this approach is inadequate:
  - The TRICS sites selected are poorly matched, including very small developments, and none are located in Wokingham or Berkshire.
  - Little or no filtering, statistical analysis, or consideration of local context has been undertaken to ensure the trip rates reflect the characteristics of the Proposed Development.
  - Existing strategic developments in the Shinfield area, which could provide locally relevant data, have been ignored.
  - The application of NTS data lacks sufficient granularity and is not adjusted to reflect household size, composition, or likely trip purposes, leading to oversimplified and potentially inaccurate trip forecasts.
  - Embedded trip internalisation within TRICS data is not accounted for, further risking underestimation of external trips.
- 4.17 These methodological shortcomings undermine the credibility of the Applicant’s trip forecasts. While small errors in per-dwelling rates may seem minor, when applied across thousands of dwellings, they can materially affect external traffic demand and result in severe residual impacts.
- 4.18 In its current form, the trip forecasting does not provide a sound or reliable basis for assessment or decision-making. A revised assessment is required, using properly filtered and statistically analysed TRICS data, locally relevant proxy sites, and robust justification for all assumptions. Only then can the benefits of comprehensive masterplanning be realised and the transport impacts of the Proposed Development be credibly assessed.



## 5.0 ENVIRONMENTAL STATEMENT

### Establishment of Baseline Conditions

- 5.1 Planning Practice Guidance (PPG) sets out clear expectations regarding the baseline evidence that must underpin a Transport Assessment (TA). This includes:
- Existing levels of transport use and the availability, accessibility, and quality of public transport; and
  - Current traffic flows on highway links and at junctions within the study area, disaggregated by mode and vehicle type, together with identification of critical links and junctions.
- 5.2 The need for a robust and defensible baseline is reinforced by Institute of Environmental Management and Assessment (IEMA) guidance on the Environmental Assessment of Traffic and Movement, which emphasises that baseline data must be accurate, representative, and specific to the site and its immediate context. In particular, paragraph 2.10 provides advice on undertaking surveys.

### Existing Baseline

- 5.3 A review of the application documents demonstrates that the Applicant has failed to establish or assess the existing baseline conditions, which is a fundamental requirement of Environmental Impact Assessment (EIA). Rather than grounding the assessment in observed traffic conditions, the Applicant has relied entirely on future-year modelled traffic forecasts, with no attempt to relate these forecasts to current traffic conditions on the road network. As a result, both the TA and the Environmental Statement (ES) constitute largely academic exercises, lacking any meaningful basis in observed data.
- 5.4 A fundamental requirement of an ES is to reliably describe the *“likely evolution of the environment without the development”*. Absent establishing current baseline conditions, the Applicant has failed to meet this requirement.

### Future Year Baseline

- 5.5 The Applicant has assessed the following future baseline years:
- 2040, representing the anticipated year of completion of the Proposed Development; and
  - 2032, representing an interim assessment year.
- 5.6 Traffic forecasts for these assessment years are derived from the WSTM, a capacity-constrained weekday peak-hour traffic model. However, this model does not produce the daily traffic flow data relied upon within the ES for the purposes of assessing environmental effects.
- 5.7 There is no evidence demonstrating how the Applicant has converted peak-hour model outputs into daily traffic volumes for use in the ES. In particular, the Applicant has failed to explain or justify:
- Mode choice assumptions across the day, noting that off-peak mode choice frequently differs from weekday peak-hour behaviour and varies by journey purpose;
  - Peak spreading effects. As congestion increases, users often adjust journey times to avoid the peak, leading to disproportionately high traffic growth in the shoulder periods either side of the peak

hour. Analysis of the peak-hour-to-daily traffic ratios presented in Tables 17.4 and 17.5 shows that these ratios remain broadly consistent between 2032 and 2040, despite eight years of forecast traffic growth. This strongly suggests that peak spreading has not been accounted for; and

- Seasonality effects. The ES requires annual average traffic flows. Forecasts derived from a "neutral month" model must therefore be interrogated and adjusted to reflect seasonal variations in traffic demand. No such analysis has been provided.

- 5.8 In the absence of this information, it cannot be demonstrated that the Applicant has undertaken a robust or reliable assessment of the environmental impacts arising from changes in road traffic. Consequently, it cannot be concluded that significant adverse effects have been appropriately avoided, reduced, or mitigated to an acceptable level.

### Comparison with Observed Traffic Data

- 5.9 Notwithstanding the Applicant's failure to establish a current baseline, Table 5.1 below compares observed daily traffic flows obtained from the Department for Transport (DfT) traffic count database with the future baseline scenarios presented in the ES.

| Location                               | 2032 Baseline | 2040 Baseline | Observed                            |
|----------------------------------------|---------------|---------------|-------------------------------------|
| A33 north of Mere oak signal junction  | 47,922        | 52,031        | 51,374 <sup>5</sup><br>(2024 count) |
| A33 Swallowfield bypass                | 27,396        | 30,359        | 33,151 <sup>6</sup><br>(2024 count) |
| Basingstoke Road north of Imperial Way | 11,422        | 12,235        | 12,867 <sup>7</sup><br>(2019 count) |
| Whitley Wood Lane                      | 9,433         | 10,511        | 9,305 <sup>8</sup><br>(2019 count)  |

Table 5.1: Comparison of Future Modelled Baseline Daily Traffic Volumes and Current Observed Daily Traffic volumes

- 5.10 Based on the Applicant's ES, the future baseline forecasts imply that, in the absence of the Proposed Development:
- Traffic on the A33 between Mere oak Junction and the M4 is expected to reduce by approximately 7% between 2024 and 2032, with daily flows broadly stagnating between 2024 and 2040;
  - Traffic on the A33 Swallowfield Bypass is expected to reduce by approximately 21% between 2024 and 2032, and by 9% between 2024 and 2040;

<sup>5</sup> DfT census point reference 46352. 2024 traffic volumes

<sup>6</sup> DfT census point reference 26349. 2024 traffic volumes

<sup>7</sup> DfT census point reference 946001. 2019 traffic volumes

<sup>8</sup> DfT census point reference 807243. 2019 traffic volumes



- Traffic on Basingstoke Road north of Imperial Way is expected to reduce by approximately 13% between 2019 and 2032, and by 5% between 2019 and 2040; and
- Traffic on Whitley Wood Lane is expected to stagnate between 2019 and 2032, increasing by approximately 11% between 2019 and 2040.

5.11 While modest growth on Whitley Wood Lane may be plausible, the forecast reductions in daily traffic volumes on the A33 and Basingstoke Road are not credible. These results strongly indicate fundamental flaws in the modelling approach and/or in the conversion of peak-hour, capacity-constrained model outputs into daily traffic flows. As a consequence, none of the traffic forecasting presented in the ES can be relied upon to assess the magnitude of road traffic effects. Actual daily traffic flows can reasonably be expected to be materially higher than those reported.

5.12 Given the absence of a credible baseline and the unreliability of the traffic forecasts, appropriate mitigation in relation to:

- community severance;
- pedestrian fear, intimidation and safety;
- non-motorised user (NMU) amenity; and
- cycle safety

has not been properly identified or assessed.

5.13 This failure risks unacceptable highway safety impacts and the potential for severe adverse residual effects on the road network.

## 6.0 MITIGATION

### On-site

- 6.1 The application documents provide extensive detail on the internal design of the Site to facilitate movement by non-car modes. While this is welcomed, it largely demonstrates the Applicant's intention to design the Proposed Development in accordance with existing national planning policy and guidance, including paragraphs 115 and 117 of the NPPF.

By contrast, it is the external trips to and from the Site that are likely to give rise to the greatest magnitude of harm to the existing transport network and the surrounding environment. It is therefore the effectiveness of off-site connectivity that is of critical importance.

### Off-site Active Travel

- 6.2 Section 7 of the TA sets out the Off-Site Active Travel Strategy, the stated focus of which is to improve connectivity between the Site and surrounding settlements, including Shinfield to the west.

#### Walking

- 6.3 The Proposed Development ties the Site into the existing footway network. However having regard to the remoteness of the Site to existing centres of activity, undertaking journeys on foot to and from the Site, for any journey purpose other than leisure walks, is simply not a realistic prospect.

#### Cycling

- 6.4 The provision of a shared pedestrian and cycle link along Arborfield Road between its junction with Observer Way and the SERR is welcomed.
- 6.5 Notwithstanding this, the Applicant fails to demonstrate how the Proposed Development would be safely and suitably connected to the existing communities of Shinfield and Spencer's Wood. The active travel strategy assumes that, once the SERR has been crossed, cyclists will be able to continue their journeys safely without further intervention. This assumption is not supported by the evidence.
- 6.6 In particular paragraph 7.7.9 of the TA claims the following:

*Pedestrians and cyclists can then utilise the 3m wide shared use link which is to be provided by the residential development being promoted to the south of Cutbush Lane or alternatively continue westwards along Cutbush Lane West to access the Hollow Lane corridor and then onwards to facilities in Shinfield.*

- 6.7 Having regard to LTN1/20<sup>9</sup>, Table 6.1 below assesses the minimum appropriate level of cyclist protection required for routes between the Site and destinations in Shinfield and Spencer's Wood in order for cycling to be suitable for most people. The existing level of provision is also identified. Daily

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<sup>9</sup> LTN 1/20 Figure 4.1 "Appropriate protection from motor traffic on highways"

traffic flows are taken from Table 17.5 of the Applicant's Environmental Statement, noting that these are considered to significantly underestimate actual traffic volumes.

| Route                                                             | Speed Limit | Motor Traffic Flow (vehs) | Minimum appropriate protection                                   | Current protection                                               |
|-------------------------------------------------------------------|-------------|---------------------------|------------------------------------------------------------------|------------------------------------------------------------------|
| Hollow Lane between Brookers Hill and Church Road                 | 40mph       | 12,824 AADT               | Fully kerbed cycle track.                                        | Limited sections where cyclists may use the western footway.     |
| Basingstoke Road                                                  | 30mph       | 11,776 AADT               | Fully kerbed cycle track / Stepped Cycle Track/Light segregation | None                                                             |
| Church Lane / Brookers Hill between Hollow Lane and Hyde End Road | 40mph       | 9,045 AADT                | Fully kerbed cycle track                                         | Cyclists permitted to share narrow footway; sections too narrow. |
| Church Lane between Hyde End Road and Basingstoke Road            | 30mph       | 11,767 AADT               | Fully kerbed cycle track / Stepped Cycle Track/Light segregation | None                                                             |

Table 6.1 - Assessment of Appropriate Protection

- 6.8 The assessment above demonstrates that, due to a combination of high traffic volumes and traffic speeds, none of the identified routes within Shinfield provide conditions that are conducive to safe and inclusive cycling in accordance with LTN 1/20.
- 6.9 While the Applicant has proposed improvements to cycle infrastructure between the Site and the periphery of Shinfield, the absence of safe and suitable cycle routes within Shinfield and Spencer's Wood fundamentally undermines the effectiveness of the active travel strategy.
- 6.10 As a consequence, cycling in this location would be suitable only for a small minority of confident users and would exclude most potential cyclists. The Site therefore does not offer genuine or inclusive opportunities for travel by cycle, and cycling is unlikely to represent a meaningful alternative to car-based travel for the Proposed Development.



## 7.0 SUMMARY AND CONCLUSION

### Summary

- 7.1 This Transport Review has been prepared on behalf of Shinfield Parish Council in respect of planning application reference 252498 for the proposed Loddon Garden Village, comprising up to 2,800 dwellings at Hall Farm, Church Lane, Shinfield.
- 7.2 The Review has examined the Applicant's Transport Assessment (TA) and Environmental Statement (ES) against national planning policy, transport guidance, and the requirements of the EIA Regulations. In doing so, it has considered the credibility of the traffic forecasting, the robustness of the modelling approach, the assessment of cumulative and residual impacts, and the effectiveness of the proposed mitigation in supporting a genuine mode shift away from private car use.
- 7.3 The principal findings of this Review can be summarised as follows:
- The Applicant's transport modelling relies on the Wokingham Strategic Transport Model constrained by outdated NTEM assumptions, which no longer reflect current population projections, housing delivery rates, or cross-boundary growth pressures. The failure to test reasonable future scenarios, including the DfT High Economy scenario, is contrary to paragraph 116 of the NPPF.
  - No observed traffic, queue length, or delay data has been provided, and there is no evidence that the local junction models have been calibrated or validated in accordance with TAG guidance. As a result, no weight can be attached to the modelling outputs.
  - The trip forecasting methodology is flawed. Poorly matched and weakly filtered TRICS data, inappropriate application of National Travel Survey data and failure to consider household composition, all combine to materially understate external vehicular trip generation.
  - The Environmental Statement fails to establish a current baseline, relying instead on future modelled scenarios that are demonstrably inconsistent with observed traffic data. The conversion of peak-hour model outputs into daily traffic flows is unexplained and not credible, rendering the assessment of environmental effects unreliable.
  - Given the absence of a credible baseline and reliable forecasts, the ES fails to properly assess impacts relating to community severance, pedestrian amenity, fear and intimidation, cycle safety, and highway safety, and therefore does not meet the requirements of the EIA Regulations.
  - While on-site movement is well considered, off-site mitigation is fundamentally inadequate. In particular, the proposed active travel strategy fails to provide safe and suitable cycling routes to destinations in Shinfield and Spencer's Wood. As a consequence, cycling would only be attractive to a small minority of confident users and would exclude most potential cyclists, contrary to Government policy.

## Overall Conclusion

- 7.4 Taken as a whole, the Applicant has failed to demonstrate that the Proposed Development would not give rise to severe residual cumulative impacts on the transport network, as required by paragraph 116 of the National Planning Policy Framework.
- 7.5 The Transport Assessment and Environmental Statement are underpinned by outdated assumptions, lack essential baseline data, rely on unvalidated modelling, and materially understate future traffic demand. In these circumstances, it is not possible to conclude that the impacts of the Proposed Development have been properly identified, assessed, or mitigated.
- 7.6 The Environmental Statement therefore does not comply with the EIA Regulations, and the application fails to demonstrate compliance with national transport policy.
- 7.7 Planning permission should accordingly be withheld pending the submission of a fundamentally revised and robust transport and environmental assessment or refused outright. To grant permission on the basis of the current evidence would expose the decision-maker to a significant risk of legal challenge.







## **Appendix 2:**

# **Active Travel Connectivity Report**

**Produced by ET Planning and John Russell Transport Planning on behalf of Shinfield Parish Council, in response to the Loddon Garden Village application Ref: 252498**

**March 2026**

# Contents

|           |                                                                     |           |
|-----------|---------------------------------------------------------------------|-----------|
| <b>1.</b> | <b>Introduction</b>                                                 | <b>2</b>  |
| <b>2.</b> | <b>Policy Context</b>                                               | <b>3</b>  |
| <b>3.</b> | <b>Existing and Proposed Infrastructure</b>                         | <b>7</b>  |
| <b>4.</b> | <b>Gaps in Connectivity</b>                                         | <b>17</b> |
| <b>5.</b> | <b>Timing of Infrastructure Delivery and Phasing of Development</b> | <b>24</b> |
| <b>6.</b> | <b>Solutions</b>                                                    | <b>28</b> |
| <b>7.</b> | <b>Recommended Planning Conditions and Obligations</b>              | <b>33</b> |
| <b>8.</b> | <b>Conclusions</b>                                                  | <b>34</b> |



# **1. Introduction**

- 1.1 This Active Travel Connectivity Report has been prepared in relation to the proposed development at Loddon Garden Village, which is currently pending determination by Wokingham Borough Council under reference 252498.
- 1.2 This Report considers the adequacy of existing and proposed walking and cycling connectivity and identifies where additional infrastructure is required to support sustainable travel choices, in relation to Shinfield Parish.
- 1.3 The purpose of this Report is to:
- Assess existing and proposed active travel infrastructure
  - Identify current and future demand for walking and cycling
  - Highlight gaps in connectivity, particularly to Local Centres and schools
  - Consider the timing of infrastructure delivery
  - Set out solutions to address identified deficiencies
- 1.4 This Report considers that the proposed development does not fully address national and local policy in respect of active travel because the geography of improvements are too limited to the proposed development site and immediate surroundings. The applicant should have considered the wider geography of Shinfield Parish, which will inevitably be impacted.
- 1.5 Our recommendations to the applicant are set out in Chapters 6 and 7.

## 2. Policy Context

### *National Policy*

- 2.1 National Planning Policy strongly supports the provision of high-quality active travel connectivity within new garden village developments. The National Planning Policy Framework (NPPF) requires development to prioritise walking and cycling, promote healthy and inclusive communities, and ensure that opportunities for sustainable modes are identified and pursued at an early stage.
- 2.2 Paragraph 109 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- a) *making transport considerations an important part of early engagement with local communities;*
  - b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
  - c) **understanding and addressing the potential impacts of development on transport networks;**
  - d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
  - e) **identifying and pursuing opportunities to promote walking, cycling and public transport use;** and
  - f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains. [our emphasis]*

- 2.3 The NPPF is supported by national design guidance, including the National Design Guide and National Model Design Code, which treat movement and connectivity as fundamental characteristics of well-designed places, requiring direct, safe and legible walking and cycling networks linking homes to local centres, schools, public transport and green infrastructure.

#### *Local Policy*

- 2.4 In the context of a garden village, these requirements carry particular weight, with decision-makers expecting the movement framework to deliver an integrated, permeable and connected place where walking and cycling are the most attractive modes for everyday journeys.
- 2.5 Policy SS13 of the emerging Local Plan allocates the development site as Loddon Valley Garden Village and sets out a number of development principles.
- 2.6 This includes the development being designed around a series of walkable neighbourhoods, each providing a range of accessible services and facilities. Where important local facilities are necessarily located beyond the neighbourhood, these should be linked by accessible and attractive routes which support and encourage active travel.
- 2.7 It also seeks for the proposals to provide layouts, street designs and associated measures that are safe, suitable and convenient for all users, that prioritise active travel, and facilitates high quality public transport services both within and to key destinations beyond the garden village.

#### *Cycle Design Guidance*

- 2.8 Local Transport Note 1/20 (LTN 1/20), Department for Transport, 2020 provides guidance on the design of cycle infrastructure.



LTN1/20 is the government's current guidance on designing infrastructure for cyclists in order to encourage a greater uptake in cycling in accordance with the Government's adopted policy 'Gear Change A bold vision for cycling and walking' which was issued in July 2020. This was inspired by and endorsed by the then Prime Minister.

2.9 It is clear from the Government's currently adopted cycle policy and design guidance that the outcomes of cycle infrastructure interventions are to:

- Create better streets for cycling and people
- Put cycling and walking at the heart of transport, place-making, and health policy
- Enable people to cycle and protect them when they cycle

2.10 With regards to design principles 'Gear Change A bold vision for cycling and walking' states that:

*'In order to see the increases in cycling we want, the quality of cycling infrastructure installed on our roads must dramatically improve.'*

2.11 and

*'Cycling is or will become mass transit and must be treated as such. Routes must be designed for larger numbers of cyclists, for users of all abilities and disabilities.'*

2.12 The design guidance contained within LTN 1/20 is intended to contribute towards delivering the government's policy aspiration regarding encouraging a mode shift away from the private car towards cycling.

2.13 Figure 4.1 of LTN1/20 provides guidance on the appropriate protection cyclists need from motor traffic on highways having regard to traffic flow and speed. Figure 4.1 defines the effectiveness of each

level of appropriate protection having regard to vehicle speed and volumes in the following three categories:

- Provision suitable for most people;
- Provision not suitable for all people and will exclude some potential users and / or have safety concerns; and
- Provision suitable for few people and will exclude most potential users and / or have safety concerns

2.14 For cycling to be considered a genuine sustainable travel option then the level of protection provided would need to be suitable for most people.

2.15 In addition to the guidance in Figure 4.1 of LTN1/20, the document provides the following advice:

*'7.1.1 Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic, as shown in Figure 4.1. Most people, especially with younger children, will not feel comfortable [cycling] on-carriageways with more than 2,500 vehicles per day and speeds of more than 20 mph. These values should be regarded as desirable upper limits for inclusive cycling within the carriageway.'*

2.16 Turning to specific details of a route, LTN1/20 identifies in Table 6-2 a minimum width of 3.0m for a shared pedestrian and cycle route with Table 6-1 identifying a need for a further 0.5m horizontal separation between a carriageway and a cycletrack.

### *Summary*

2.17 It is clear that relevant national and emerging local planning policy place a consistent emphasis on embedding walking, cycling and public transport at the heart of new developments such as Loddon Valley Garden Village. This establishes a strong expectation that the

proposed development will be fully integrated with placemaking, and designed to make active travel the most attractive choice for everyday journeys.

### 3. Existing and Proposed Infrastructure

#### *Existing Walking Infrastructure*

- 3.1 The Proposed Development connects the Site to the existing footway network. However, as demonstrated on the figure below, given the Site's remote location relative to existing centres of activity, walking is not a realistic mode of travel for journeys to and from the Site for any purpose other than leisure. Day-to-day trips such as commuting, education, or shopping are therefore unlikely to be undertaken on foot.

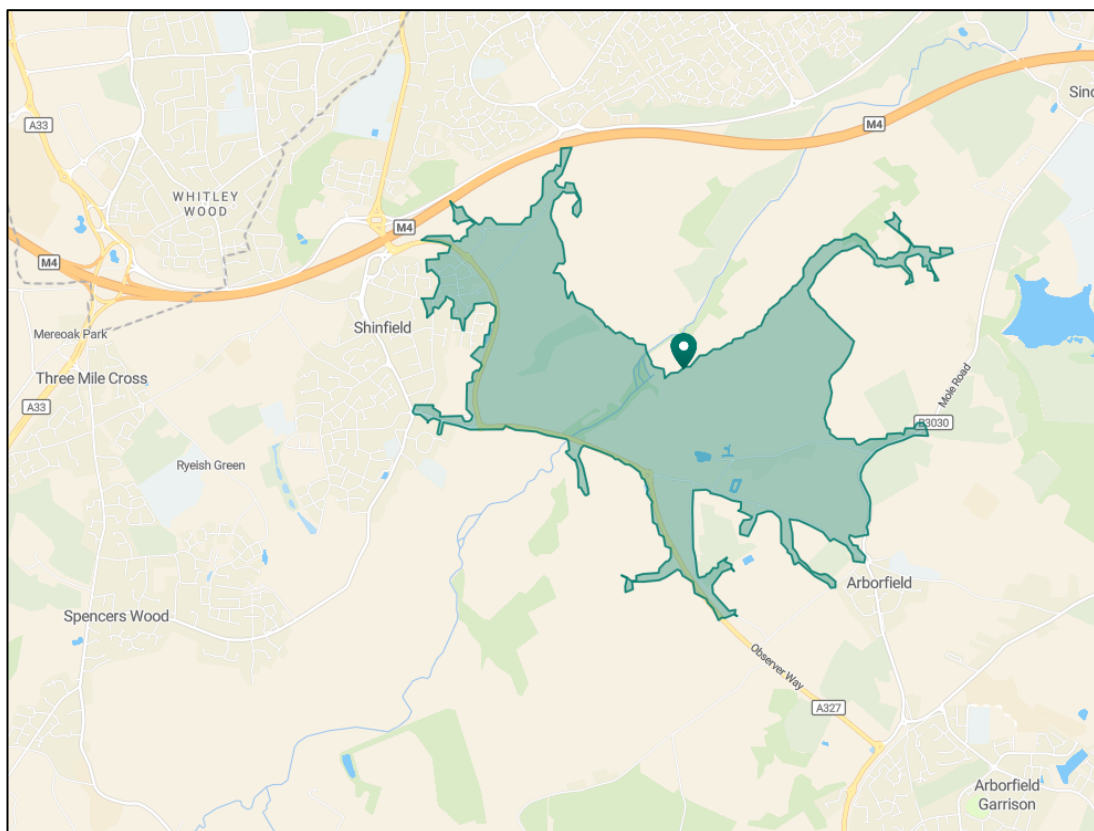
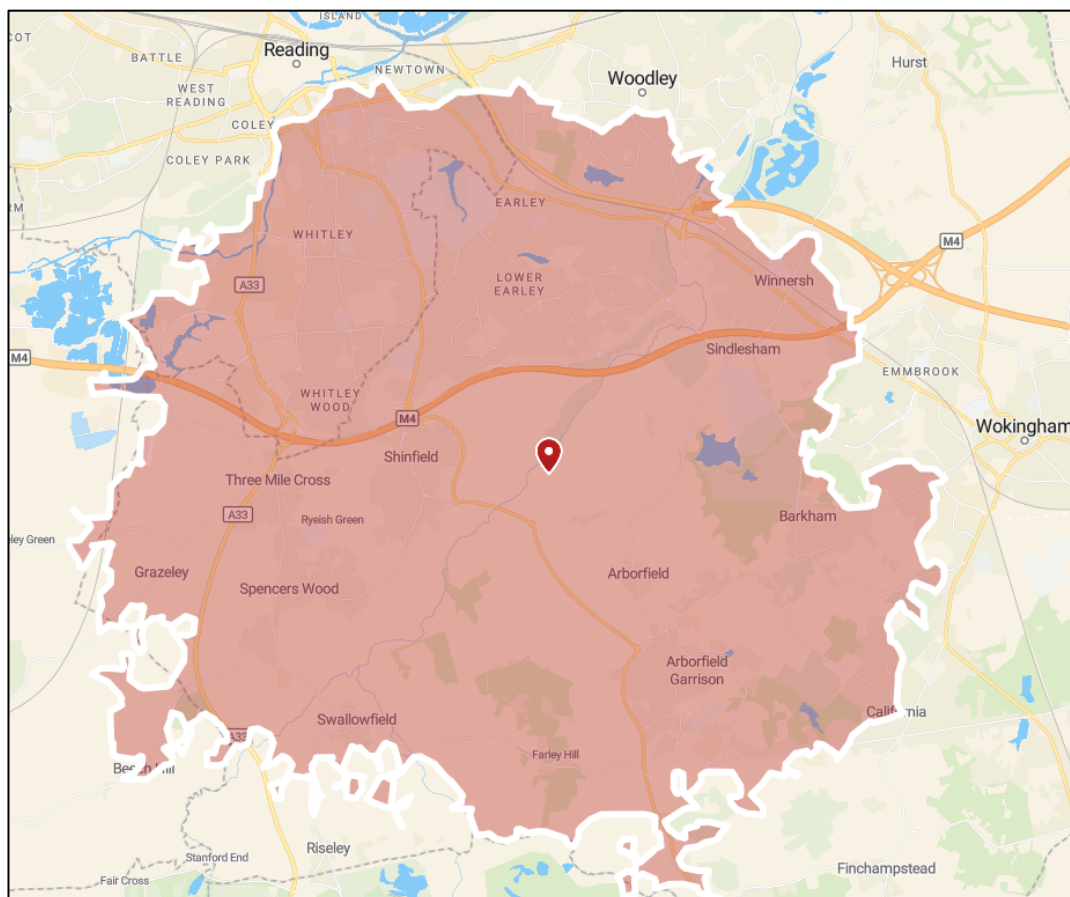


Figure 4.1 – 2km walk catchment



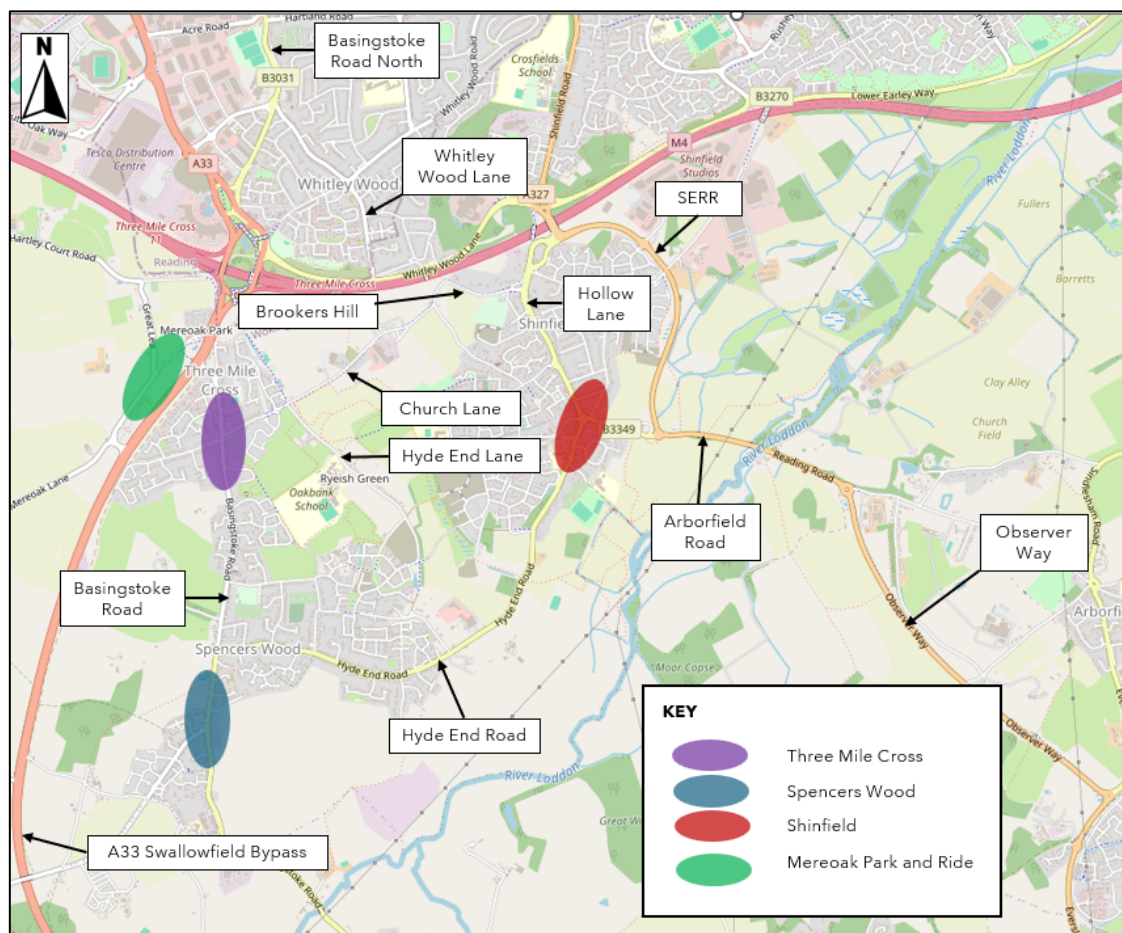
### *Existing Cycling Infrastructure*

- 3.2 In contrast to journeys on foot, cycling represents a realistic and policy-compliant mode choice for a significant proportion of trips. National planning policy and guidance promote cycling as a suitable mode for short-to-medium length journeys, particularly where origins and destinations lie within a reasonable cycling distance.
- 3.3 The figure below illustrates the potential cycling catchment, demonstrating that the entirety of Shinfield Parish lies within a reasonable cycling distance of the Site and, conversely, that the Site itself is within a reasonable cycling distance for residents of Shinfield Parish. As such, cycling would be expected to form a meaningful component of the Site's mode share, subject to the provision of safe and suitable infrastructure.



*Figure 4.2 – 8km cycle catchment*

- 3.4 An audit of existing cycling infrastructure has been undertaken for the routes within Shinfield, Spencers Wood and Three Mile Cross shown on the figure below:



*Figure 4.3 – Locations where cycle route audit taken (see Table 4.1 for findings)*

- 3.5 The table below summarises the current speed limits on the audited routes, which form the study area for this appraisal, together with the level of infrastructure protection currently provided for cyclists.

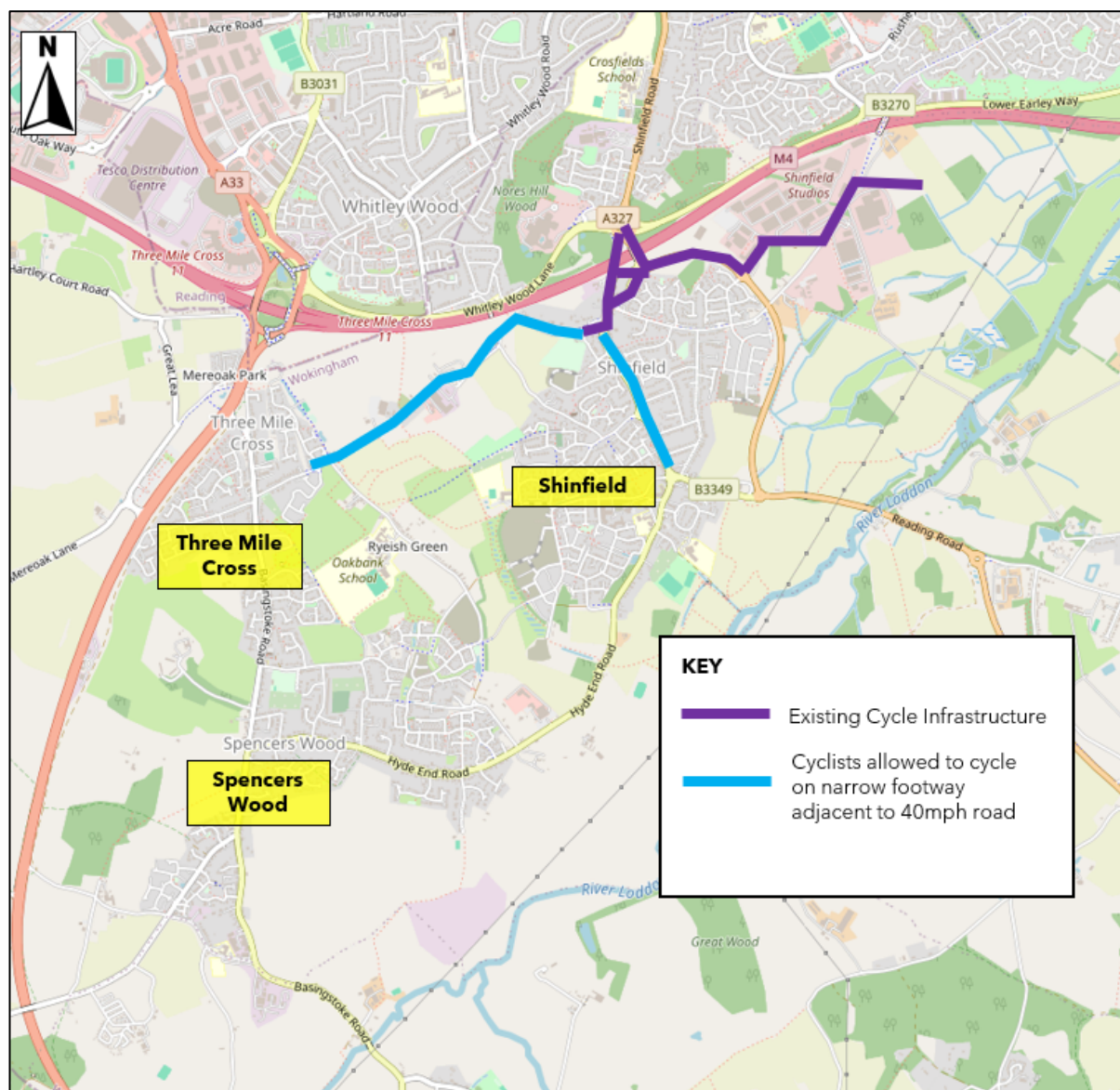
| Route                                                             | Current Speed Limit | Current protection for cyclists                                  |
|-------------------------------------------------------------------|---------------------|------------------------------------------------------------------|
| Hollow Lane between Brookers Hill and Church Road                 | 40mph               | Limited sections where cyclists may use the western footway.     |
| Hyde End Road                                                     | 40mph               | None                                                             |
| Arborfield Road between Hollow Lane and SERR                      | 30mph               | None                                                             |
| Arborfield Road between SERR and River Loddon                     | 40mph               | None                                                             |
| Basingstoke Road on northbound approach to Church Lane Junction   | 30mph               | None                                                             |
| Basingstoke Road on northbound approach to Hyde End Road Junction | 30mph               | None                                                             |
| Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane | 40mph               | Cyclists permitted to share narrow footway; sections too narrow. |
| Church Lane between Hyde End Lane and Basingstoke Road            | 30mph               | None                                                             |

*Table 4.1 – Cycle Route Audit. There is a current lack of existing cycle infrastructure with Shinfield Parish and this is not addressed by the proposed development*

3.6 The table above shows that there is no dedicated cycle infrastructure in the study area.



- 3.7 Two short sections of footway permit shared use by pedestrians and cyclists. Neither has been designed to accommodate the widths required for safe shared use. In some locations on Church Lane, footway widths are insufficient even for two pedestrians to pass comfortably, further highlighting the inadequacy of these arrangements for cycling.
- 3.8 The figure below illustrates the existing provision for cyclists within the study area, alongside the purpose-designed cycle infrastructure serving the adjacent Thames Valley Science Park.



- 3.9 This comparison clearly reinforces the absence of dedicated cycling infrastructure connecting origins and destinations within the study area to adjacent new development, notwithstanding that such infrastructure has been delivered as part of nearby schemes.

### ***Barriers to Movement***

- 3.10 In addition to distance, active travel within the study area is constrained by two distinct categories of physical barriers:

- **Barriers to travelling across a physical feature**, which sever routes and prevent or severely inhibit continuous active travel journeys. These may be permanent (e.g. major roads or rivers) or intermittent (e.g. areas prone to flooding).
- **Barriers to travelling along a route**, arising from factors such as high traffic volumes, high vehicle speeds, a high proportion of HGVs, and the absence or inadequacy of active travel infrastructure. These factors combine to create environments that are perceived to be, and often are, unsafe.

### ***Permanent Severance Barriers***

- 3.11 The following permanent barriers to active travel are present within the study area and between the study area and nearby existing or planned development:

- **The SERR** – A signal-controlled crossing is provided at its northern end near the M4 overbridge. Elsewhere, crossings are absent. The uncontrolled crossing at Cutbush Lane requires users to negotiate two stages of traffic travelling at 50mph, which is wholly unsuitable for cycling.
- **Basingstoke Road** – This route divides the settlements of Spencers Wood and Three Mile Cross. Along approximately 2.3km of residential frontage, there are only two pedestrian crossing points, no pedestrian crossing in the centre of Three Mile Cross, and no provision for cyclists to cross.
- **Hollow Lane** – This road serves Shinfield. A single signal-controlled pedestrian crossing is located just north of its junction with Church Lane. There are no cycle crossing facilities at all and no crossing opportunities south of Church Lane.

- **Arborfield Road** – This route forms a significant barrier to movement between Shinfield and Arborfield.

### *Barriers Along Routes*

3.12 Table 4.2 assesses the principal roads within the study area against the guidance set out in LTN 1/20.

3.13 Observed daily traffic flow data is not currently available. However, the highest traffic volume band in Figure 4.2 of LTN 1/20 is 6,000+ vehicles per day. A review of several planning applications indicates that all routes listed in Table 4.2 either currently experience, or are expected to experience, traffic volumes in excess of this threshold. A daily traffic flow of 6,000+ vehicles has therefore been applied to all routes as a conservative minimum. In practice, actual flows are likely to be higher.

| Route                                             | Current Speed Limit | Daily Motor Traffic Flow (vehs) | Minimum appropriate protection to be suitable for most people | Minimum appropriate protection to only exclude some potential users and / or to have safety concerns | Current protection                                           |
|---------------------------------------------------|---------------------|---------------------------------|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| Hollow Lane between Brookers Hill and Church Road | 40mph               | 6,000+                          | Fully kerbed cycle track.                                     | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | Limited sections where cyclists may use the western footway. |
| Hyde End Road                                     | 40mph               | 6,000+                          | Fully kerbed cycle track.                                     | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                         |
| Arborfield Road between Hollow Lane and SERR      | 30mph               | 6,000+                          | Segregated cycle track                                        | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                         |
| Arborfield Road between SERR and River Loddon     | 40mph               | 6,000+                          | Fully kerbed cycle track.                                     | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                         |



| Route                                                             | Current Speed Limit | Daily Motor Traffic Flow (vehs) | Minimum appropriate protection to be suitable for most people    | Minimum appropriate protection to only exclude some potential users and / or to have safety concerns | Current protection                                               |
|-------------------------------------------------------------------|---------------------|---------------------------------|------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| Basingstoke Road on northbound approach to Church Lane Junction   | 30mph               | 6,000+                          | Segregated cycle track                                           | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                             |
| Basingstoke Road on northbound approach to Hyde End Road Junction | 30mph               | 6,000+                          | Segregated cycle track                                           | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                             |
| Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane | 40mph               | 6,000+                          | Fully kerbed cycle track.                                        | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | Cyclists permitted to share narrow footway; sections too narrow. |
| Church Lane between Hyde End Lane and Basingstoke Road            | 30mph               | 6,000+                          | Fully kerbed cycle track / Stepped Cycle Track/Light segregation | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                             |

Table 4.2 – Cycle Route Analysis

3.14 The analysis demonstrates that none of the assessed routes meet the minimum design requirements set out in LTN 1/20 for infrastructure that is suitable for most people. In accordance with LTN 1/20, the absence of appropriate protection means that these routes are suitable for very few users and will exclude the majority of potential cyclists due to safety concerns. As such, they represent significant barriers to cycling within the study area. These deficiencies would be further exacerbated during hours of darkness and in adverse weather conditions.

### ***Proposed Infrastructure - On-Site Active Travel Provision and Off-Site Connections***

- 3.15 Within the Proposed Development, the Applicant proposes a network of cycle routes designed in accordance with the protection standards set out in LTN 1/20. This is welcomed and reflects compliance with national planning policy and guidance, including paragraphs 115 and 117 of the NPPF.
- 3.16 Off-site, the Applicant proposes:
- A 3m-wide segregated shared footway/cycleway along the southern side of Arborfield Road between the existing estate access (east of Loddon Bridge) and a point west of the SERR roundabout, including a new signal-controlled pedestrian and cycle crossing of Arborfield Road; and
  - Connections to existing cycle infrastructure within the Thames Valley Science Park.
- 3.17 These interventions are welcomed. However, the Applicant has not demonstrated how the Proposed Development would be safely and suitably connected to the existing communities of Shinfield and Spencers Wood.
- 3.18 The active travel strategy appears to assume that, once the SERR is crossed, cyclists originating from the Site will be able to continue their journeys safely without further intervention, for example to reach the centre of Shinfield or further afield to Mere oak park and Ride. It further assumes that cyclists would only wish to cross the SERR either at Arborfield Road or at the M4 overbridge. Conversely, it assumes that cyclists travelling from Shinfield, Spencers Wood, Three Mile Cross, or Ryeish Green—such as children travelling to the proposed secondary school—would be able to undertake their journeys safely using the existing road network identified above and would naturally choose these limited crossing points.

3.19 These assumptions are not supported by the evidence.

3.20 As demonstrated in Tables 4.1 and 4.2, there are no routes within the study area that can be described as safe and suitable for most users. Consequently, only a very small proportion of people would be likely to choose to cycle, undermining the effectiveness of the proposed active travel strategy.

## 4. Gaps in Connectivity

### *Future Year Analysis of Route Corridors*

- 4.1 Table 5.1 assesses the principal road corridors within the study area against the requirements of LTN 1/20, using forecast 2040 daily motor traffic flows provided by the Applicant. Reference to the Applicant's traffic forecasts should not be taken as acceptance of their accuracy or robustness.

| Route                                             | Speed Limit | 2040 Cumulative Motor Traffic Flow (vehs) | Minimum appropriate protection to be suitable for most people | Minimum appropriate protection to only exclude some potential users and / or to have safety concerns | Current protection                                           | Proposed measures to support safe cycling                                                               |
|---------------------------------------------------|-------------|-------------------------------------------|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| Hollow Lane between Brookers Hill and Church Road | 30mph       | 12,729                                    | Segregated cycle track                                        | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | Limited sections where cyclists may use the western footway. | None                                                                                                    |
| Hyde End Road                                     | 40mph       | 10,563                                    | Fully kerbed cycle track.                                     | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                         | None                                                                                                    |
| Arborfield Road between Hollow Lane and SERR      | 30mph       | 10,393                                    | Segregated cycle track                                        | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                         | None                                                                                                    |
| Arborfield Road between SERR and River Loddon     | 40mph       | 22,290                                    | Fully kerbed cycle track.                                     | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                         | Provision of 3m wide shared footway / cycleway on southern side of Arborfield Road. Provision of Toucan |



| Route                                                             | Speed Limit | 2040 Cumulative Motor Traffic Flow (vehs) | Minimum appropriate protection to be suitable for most people    | Minimum appropriate protection to only exclude some potential users and / or to have safety concerns | Current protection                                               | Proposed measures to support safe cycling                                                      |
|-------------------------------------------------------------------|-------------|-------------------------------------------|------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|                                                                   |             |                                           |                                                                  |                                                                                                      |                                                                  | crossing of Arborfield Road to facilitate safe crossing to reach on-site cycle infrastructure. |
| Basingstoke Road on northbound approach to Church Lane Junction   | 30mph       | 12,668                                    | Segregated cycle track                                           | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                             | None                                                                                           |
| Basingstoke Road on northbound approach to Hyde End Road Junction | 30mph       | 13,905                                    | Segregated cycle track                                           | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                             | None                                                                                           |
| Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane | 40mph       | 9,955                                     | Fully kerbed cycle track.                                        | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | Cyclists permitted to share narrow footway; sections too narrow. | None                                                                                           |
| Church Lane between Hyde End Lane and Basingstoke Road            | 30mph       | 12,150                                    | Fully kerbed cycle track / Stepped Cycle Track/Light segregation | Provision of cycle lane and / or reduction in traffic speed to 20mph                                 | None                                                             | None                                                                                           |

Table 5.1 – Analysis of Future Year Cycle Protection Requirements

4.2 The assessment demonstrates that in the future year, with the Proposed Development fully operational, the principal routes within

the study area will continue to lack appropriate cycle infrastructure despite forecast traffic flows typically exceeding 10,000 vehicles per day.

- 4.3 With the exception of a short length of Arborfield Road, no measures are proposed to improve conditions for cycling on these routes by the Outline Application. As a result, they will continue to represent significant barriers to cycling and will remain unsuitable for most potential users in accordance with LTN 1/20.

*Future Year Analysis of Active Travel Severance Barriers*

- 4.4 Table 5.2 reviews permanent barriers to active travel within the study area and between the study area and nearby existing or planned development. As with Table 5.1, the analysis draws on forecast 2040 traffic flows provided by the Applicant, without prejudice to their accuracy.

| Route                                                           | Speed | 2040 Cumulative Motor Traffic Flow (vehs) | Proposed measures to support safe active travel crossings                                                          |
|-----------------------------------------------------------------|-------|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Hollow Lane between Brookers Hill and Church Road               | 30mph | 12,729                                    | None                                                                                                               |
| Arborfield Road between Hollow Lane and SERR                    | 30mph | 10,393                                    | None                                                                                                               |
| Arborfield Road between SERR and River Loddon                   | 40mph | 22,290                                    | Provision of Toucan crossing of Arborfield Road to facilitate safe crossing to reach on-site cycle infrastructure. |
| SERR (at and south of Cutbush Lane)                             | 50mph | 17,889                                    | None                                                                                                               |
| Basingstoke Road on northbound approach to Church Lane Junction | 30mph | 12,668                                    | None                                                                                                               |

| Route                                                             | Speed | 2040 Cumulative Motor Traffic Flow (vehs) | Proposed measures to support safe active travel crossings |
|-------------------------------------------------------------------|-------|-------------------------------------------|-----------------------------------------------------------|
| Basingstoke Road on northbound approach to Hyde End Road Junction | 30mph | 13,905                                    | None                                                      |
| Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane | 40mph | 9,955                                     | None                                                      |
| Church Lane between Hyde End Lane and Basingstoke Road            | 30mph | 12,150                                    | None                                                      |

Table 5.2 – Analysis of Future Year Active Travel Severance Barriers

4.5 The table demonstrates that in the future year, there are no proposals to provide safe and suitable active travel crossings of the principal road corridors within the study area. Of particular concern is the SERR, which is forecast to carry almost 18,000 vehicles per day at speeds of up to 50mph, with no proposed crossing facilities to address its severance effect.

4.6 In the absence of additional mitigation, these routes will continue to act as significant barriers to safe active travel, discouraging cycling and walking between existing communities and new or planned development and undermining the delivery of sustainable travel objectives.

*Why is it important to remove or reduce the impact of barriers?*

4.7 The spatial relationship between the existing communities and the Site is such that walking is unlikely to represent a realistic or attractive option for the majority of journeys. The distances involved exceed those typically associated with regular pedestrian movements, particularly for time-sensitive trips such as the school

run or access to after-school activities, community facilities and local services. As a consequence, there is limited prospect of meaningful levels of walking between the existing villages and the Proposed Development.

- 4.8 In practical terms, cycling therefore represents the only viable form of active travel capable of providing a genuine alternative to the private motor car. The distances between Shinfield, Spencer Wood, Three Mile Cross and the Site fall within what can reasonably be described as a “goldilocks zone” for cycling: too far to walk conveniently, yet sufficiently close to be comfortably and efficiently undertaken by bicycle within a short period of time. In this range, cycling offers journey times that are competitive with the private car, particularly when factoring in parking and congestion, while retaining the flexibility and independence that households value.
- 4.9 The Proposed Development is intended to deliver a range of new facilities and amenities that will serve not only future residents of the Site but also the existing communities, in accordance with the Borough’s wider spatial strategy. A key example is the proposed secondary school, which is planned to accommodate pupils from Shinfield, Spencer Wood and Three Mile Cross as well as from the new neighbourhood. This will necessitate regular, daily movements between the existing villages and the Site. In the absence of safe, direct and attractive cycling infrastructure, it is highly likely that these journeys will default to the private car. This is particularly so for trips outside normal school hours—such as extracurricular clubs, sports practice and evening events—when parents may have heightened safety concerns and when public transport options are often limited.
- 4.10 The consequence of failing to provide appropriate active travel connections would be twofold. First, it would embed a pattern of car



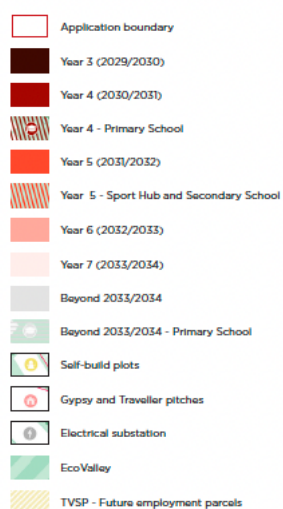
dependency for short to medium-length local trips that are ideally suited to cycling. This would undermine wider policy objectives relating to sustainable transport, carbon reduction and public health. Cycling offers substantial health benefits, promotes independence among young people, and contributes to improved air quality and reduced traffic congestion. Secondly, and more fundamentally, it would frustrate the objective of integrating the new development with the established settlements.

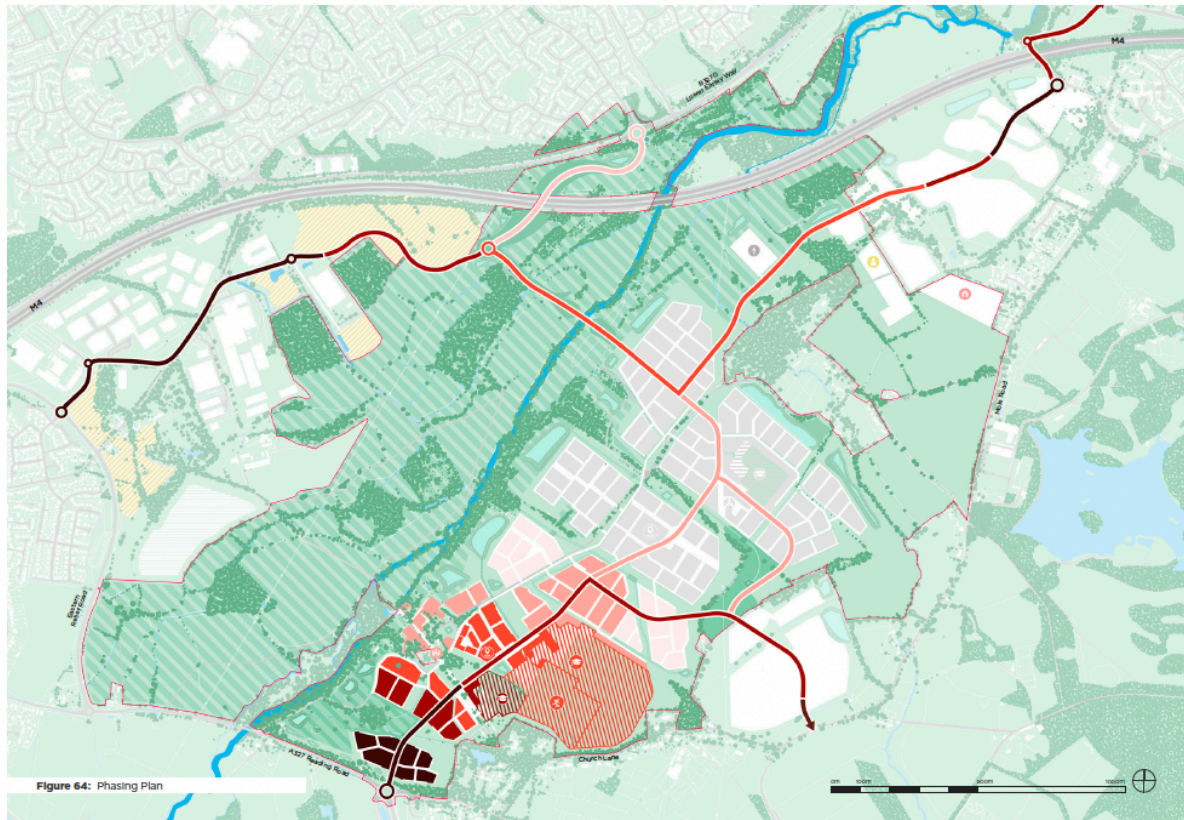
- 4.11 A core planning principle underpinning sustainable growth is the need to “knit together” new and existing communities so that development functions as a natural extension of the settlement pattern, rather than as a discrete and inward-looking enclave. High-quality cycling connections have the capacity to act as a physical and social bridge between communities. They enable spontaneous, low-cost and independent movement, particularly for young people, fostering shared use of schools, sports facilities, open space and local services. In doing so, they help to forge social cohesion and a shared sense of place.
- 4.12 Absent such connections, the Proposed Development risks functioning as little more than an isolated island adjacent to Shinfield—one to which residents of the surrounding villages drive for specific purposes, such as accessing the secondary school or other facilities, before returning home. This pattern would limit opportunities for informal social interaction, weaken community integration, and entrench car-based travel behaviour from the outset.
- 4.13 In summary, given that walking is impractical for most journeys and that the distances involved are ideally suited to cycling, the provision of safe, continuous and attractive cycling infrastructure between the existing communities and the Site is not merely desirable but essential. It is fundamental to delivering the Borough’s spatial

strategy, reducing reliance on the private car, supporting healthy lifestyles, and ensuring that the Proposed Development becomes an integrated and cohesive part of the wider community rather than a standalone destination.

## 5. Timing of Infrastructure Delivery and Phasing of Development

- 5.1 There is concern that the phasing as indicated within the Design and Access Statement allows for the delivery of substantial numbers of dwellings well in advance of confirmed, on-site provision of key social and physical infrastructure. This also has implications for active travel and encouraging unsustainable patterns of travel behaviour particularly if the proposed schools are phased too late in the process.
- 5.2 Within the Design and Access Statement, submitted in support of the planning application, Chapter 12 focuses on the implementation of the proposed scheme.
- 5.3 Within this chapter, it states, "Phasing is a matter that will be considered in further detail in the Design Code, and will be subject for discussion with WBC and statutory providers to ensure that infrastructure is provided when required during the construction period."
- 5.4 Figure 64 within the Design and Access Statement also shows an Indicative Phasing Plan as shown below





5.5 A table showing projected homes to be completed within the University of Reading land each year is also contained within Chapter 12 of the Design and Access Statement, as shown below.

| Year       | Projected homes completions within UoR land |
|------------|---------------------------------------------|
| 2028/29    | 25                                          |
| 2029/30    | 50                                          |
| 2030/31    | 100                                         |
| 2031/32    | 150                                         |
| 2032/33    | 155                                         |
| 2033/34    | 200                                         |
| 2034/35    | 300                                         |
| 2035/36    | 300                                         |
| 2036/37    | 300                                         |
| 2037/38    | 300                                         |
| 2038/39    | 300                                         |
| 2039/40    | 250                                         |
| Residual   | 370                                         |
| <b>TOT</b> | <b>2,800</b>                                |



- 5.6 There is concern that the phasing as indicated within the Design and Access Statement allows for the delivery of substantial numbers of dwellings well in advance of confirmed, on-site provision of key social and physical infrastructure.
- 5.7 The indicative housing trajectory shows a rapid escalation in annual completions over successive phases, particularly with the projected completions at 300 dwellings per year from years 2034/35. It is not considered however that the timing and certainty of supporting facilities such as education, healthcare, community services, and sustainable transport infrastructure has been fully considered and is, in several cases, deferred to later phases or “beyond” the current programme.
- 5.8 The lack of clearly defined and enforceable infrastructure triggers within the planning application further exacerbates these concerns. The phasing document indicates that infrastructure provision will be subject to future agreement through the Design Code and ongoing discussions with the local planning authority and statutory providers. This introduces an unacceptable level of uncertainty and risks infrastructure being delivered reactively, rather than proactively, in response to housing occupation.
- 5.9 It is also understood that the preparation of the Design Code is in progress with consultation on this anticipated to start in March. The application has therefore been prepared and submitted with an absence of information. It is not possible to properly assess whether the indicative phasing complies with the policy, or whether it would prejudice the future comprehensive delivery of the garden village. Local communities are therefore unable to understand the long-term implications of the proposal or comment effectively on whether the application aligns with the intended vision for the garden village.

- 5.10 It is also important to note that education provision is presented as indicative and subject to later phases, with additional primary school capacity identified only beyond 2033/34 rather than given a specific year of delivery. Given the cumulative housing numbers proposed by that point, we are not satisfied that sufficient educational capacity will be available in a timely manner, increasing pressure on schools in neighbouring parishes and necessitating longer travel distances for pupils.
- 5.11 The phasing of infrastructure and housing all has a direct impact on the level of active travel for both the new development and the existing development, particularly Shinfield.
- 5.12 Early phases appear likely to be car-dependent, with residents relying on the surrounding highway network and public transport services that primarily serve existing communities. This risks exacerbating congestion, reducing highway safety, and undermining the sustainability objectives of both the development and neighbouring parishes.
- 5.13 The early delivery of infrastructure is fundamental to establishing sustainable and active travel behaviours. The NPPF seeks to promote development patterns that reduce the need to travel and prioritise walking, cycling and public transport over reliance on the private car. However, these objectives can only be achieved where safe, direct and attractive active travel routes, together with local facilities and services, are provided from the outset of occupation and this should be prioritised when infrastructure triggers are set out for the proposed development.

## 6. Solutions

### *Principal Route Corridors*

- 6.1 The assessment of existing cycling conditions within the study area demonstrates that, in order for the principal routes to be suitable for most people, they require either segregated cycle infrastructure and/or substantial reductions in traffic speed, in accordance with LTN 1/20.
- 6.2 It is recognised that the provision of new segregated cycle lanes is not always feasible within an existing, constrained highway environment. Accordingly, Table 7.1 sets out a series of pragmatic and deliverable interventions that, collectively, would establish a coherent and safer cycle network suitable for most users.

| Route                                             | Proposed Solution           | Benefits                                                                                                                                                                                                                             |
|---------------------------------------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hollow Lane between Brookers Hill and Church Road | Reduce speed limit to 20mph | Aligns with LTN 1/20 guidance for mixed-traffic cycling environments. While traffic volumes may still deter some users, lower speeds significantly improve safety and comfort and facilitate safer pedestrian and cyclist crossings. |
| Hyde End Road                                     | Reduce speed limit to 20mph | Creates conditions more suitable for cycling in the absence of segregation. Reduced speeds lower collision risk and severity and improve perceived safety.                                                                           |
| Arborfield Road between Hollow Lane and SERR      | Reduce speed limit to 20mph | Enables cycling within a lower-speed traffic environment where segregation is not currently achievable, improving route continuity.                                                                                                  |

| Route                                                             | Proposed Solution                                                                                                                                                                                                                                 | Benefits                                                                                                                                                               |
|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Arborfield Road between SERR and River Loddon                     | Provide the Applicant's proposed 3m-wide shared footway/cycleway on the southern side of Arborfield Road, <b>together with a minimum 0.5m buffer to the carriageway</b> . Provide a toucan crossing to connect with on-site cycle infrastructure. | Meets LTN 1/20 recommendations for routes attractive to most users. Physical separation and signal-controlled crossing significantly improve safety and accessibility. |
| Basingstoke Road on northbound approach to Church Lane Junction   | Reduce speed limit to 20mph                                                                                                                                                                                                                       | Supports cycling in a mixed-traffic environment and improves pedestrian and cyclist crossing opportunities.                                                            |
| Basingstoke Road on northbound approach to Hyde End Road Junction | Reduce speed limit to 20mph                                                                                                                                                                                                                       | Improves safety and comfort for cyclists and reduces severance effects within the settlement.                                                                          |
| Church Lane / Brookers Hill between Hollow Lane and Hyde End Lane | Reduce speed limit to 20mph and remove reliance on substandard shared footways                                                                                                                                                                    | Reduces risk associated with narrow footways and improves cyclist safety within the carriageway.                                                                       |
| Church Lane between Hyde End Lane and Basingstoke Road            | Reduce speed limit to 20mph                                                                                                                                                                                                                       | Creates a safer and more consistent cycling environment and improves route legibility.                                                                                 |

*Table 7.1 – Recommended Route Solutions*

- 6.3 The recommendations above indicate that reducing speed limits on the principal routes within the study area to 20mph represents the most realistic and effective means of making cycling a genuine mode choice for the majority of people. While traffic volumes may remain a deterrent for some users, lower vehicle speeds would materially improve safety, comfort, and the ability to cross routes on foot or by cycle.

#### *Severance Barriers*

- 6.4 The introduction of 20mph speed limits on the principal routes identified above would significantly reduce the severance effect



currently experienced by people walking and cycling within the study area.

- 6.5 However, it is acknowledged that reducing the speed limit on the SERR to 20mph would not be appropriate, given its function as a strategic sub-regional highway link. To address its severance effect between existing communities within Shinfield Parish and the Site, it is therefore recommended that a signal-controlled toucan crossing is provided on the alignment of Cutbush Lane, replacing the existing uncontrolled crossing.
- 6.6 This intervention would provide a safe, legible, and direct crossing point for pedestrians and cyclists and would represent a proportionate response to the barrier presented by the SERR.

#### *Design Principles*

- 6.7 In light of the recommended 20mph speed reductions, and to avoid driver confusion associated with frequent changes in speed limit, it is recommended that a single, continuous 20mph zone is implemented across the study area, broadly as illustrated in Figure 7.1.

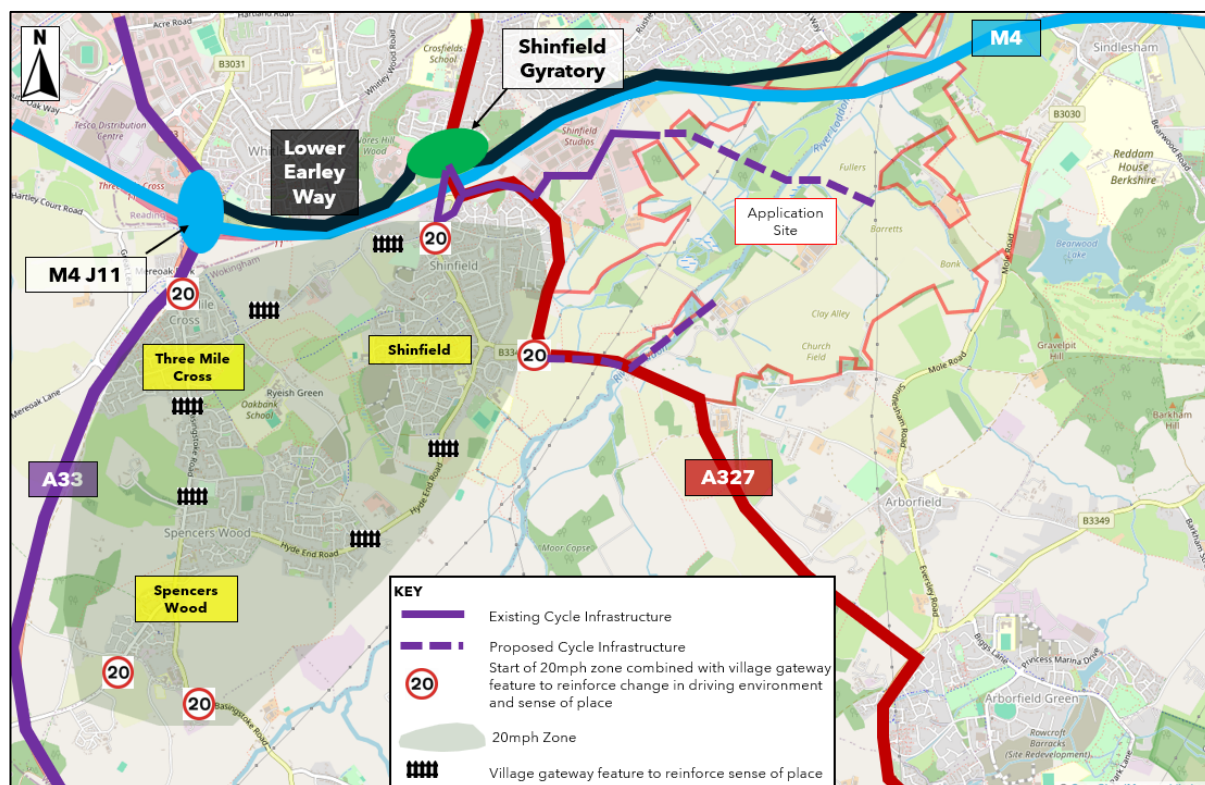


Figure 7.1 – Recommended Route Solutions

- 6.8 Within the proposed 20mph zone, it is essential that speed compliance is achieved through highway design rather than reliance on enforcement alone. Traffic management features should therefore be introduced to create a self-enforcing environment.
- 6.9 As a minimum, village gateway features should be provided at entry points to clearly signal a change in character and reinforce a sense of place. Within the 20mph zone, a range of complementary traffic-calming measures could be deployed, including raised tables, carriageway narrowing, and informal crossing points, which may also be used to improve pedestrian and cyclist crossing opportunities on principal routes.
- 6.10 It is recommended that a detailed design study (“the 20mph Zone Study”) is undertaken to confirm the precise extent of the 20mph zone and to identify the most appropriate locations and forms of traffic-calming measures. This study should ensure that the resulting

environment supports self-enforcing speeds and delivers meaningful improvements to active travel safety and connectivity. The study should be undertaken and agreed prior to granting planning permission and delivery of the measures identified in the study secured through a planning obligation.

## 7. Recommended Planning Conditions and Obligations

7.1 The following transport infrastructure is to be funded and delivered by the Developer with support from the Highway Authority prior to the occupation of the development hereby approved.

- **Arborfield Road Cycle Scheme.** Which means a cycle scheme broadly in accordance with drawing no. [TBC] to be constructed along Arborfield Road between [TBC] and a point to the west of the Arborfield Road / SERR roundabout. The Arborfield Road Cycle Scheme will provide a minimum of a 3.0m wide segregated, shared footway / cycle way which is separated from the carriageway by 0.5m.
- **Arborfield Road Toucan Crossing.** Which means the provision of a Toucan Crossing on Arborfield Road to facilitate the safe crossing of Arborfield Road between the Arborfield Road Cycle Scheme and the Site broadly in accordance with drawing no. [TBC].
- **Shinfield Eastern Relief Road Toucan Crossing.** Which means the provision of a Toucan Crossing on the Shinfield Eastern Relief Road to facilitate the safe crossing of the Shinfield Eastern Relief Road between Cutbush Lane west and Cutbush Lane east.

7.2 At paragraph 6.10, we set out why a 20 mph zone study should be provided upfront. Without prejudice to the Parish's position, should the LPA disagree this would need to be secured by obligation or condition:

- **Shinfield 20mph Zone Study Delivery.** Which means the delivery of the approved 20mph Zone Study.



## 8. Conclusions

- 8.1 This report has assessed the adequacy of existing and proposed active travel connectivity associated with the proposed Loddon Garden Village development (Ref: 252498), with particular focus on links between the Site and Shinfield Parish.
- 8.2 The analysis demonstrates that the existing highway network does not currently provide cycling infrastructure that would be suitable for most people. The principal routes linking Shinfield, Spencer's Wood and surrounding settlements are characterised by relatively high traffic volumes, speed limits of 30–40mph and a lack of dedicated cycling provision. As a result, these routes represent significant barriers to safe and inclusive cycling.
- 8.3 Future year analysis indicates that these deficiencies will persist as traffic flows increase. With the exception of limited improvements along Arborfield Road, the proposed development does not include measures to address these barriers or to provide safe crossing facilities on key routes, including the Shinfield Eastern Relief Road. In the absence of further intervention, cycling is unlikely to represent a realistic alternative to the private car for many local journeys.
- 8.4 Given the distances between the Site and surrounding settlements, walking will not represent a practical option for most journeys. Cycling therefore represents the only viable form of active travel capable of supporting regular trips between the proposed development and existing communities, including access to the proposed secondary school and other local facilities. Without safe and attractive cycling routes, these journeys are likely to default to car use, undermining sustainable transport objectives and the integration of the development with surrounding settlements.

- 8.5 The report therefore identifies a series of proportionate measures necessary to enable cycling to become a realistic travel choice. These include the introduction of a comprehensive 20mph zone across the study area, the provision of a toucan crossing on the Shinfield Eastern Relief Road at Cutbush Lane, and delivery of the proposed Arborfield Road cycle scheme.
- 8.6 While the proposed on-site active travel network and limited off-site works are welcomed, they do not provide a sufficient level of connectivity between the Site and surrounding communities. Additional off-site infrastructure secured through planning conditions and obligations will be necessary to remove key barriers to movement and ensure the development is capable of supporting sustainable travel patterns and becoming an integrated part of the wider area.

## Disclaimer

This statement has been prepared with assistance from AI tools for research, information gathering and editorial assistance. All planning judgement, professional opinion and conclusions drawn are the original work of the named author(s), who have independently verified factual content, reviewed the document in full, and take full professional responsibility for its accuracy and the positions advanced within it.

## Table of Contents

|                                                                               |           |
|-------------------------------------------------------------------------------|-----------|
| <b>1. Introduction.....</b>                                                   | <b>2</b>  |
| About the Parish.....                                                         | 2         |
| Purpose of this report.....                                                   | 2         |
| <b>2. Role of Shinfield Parish Council .....</b>                              | <b>4</b>  |
| Role of the Parish Council in Relation to Development.....                    | 4         |
| <b>3. Planning Policy Context.....</b>                                        | <b>5</b>  |
| National Planning Policy.....                                                 | 5         |
| Local Planning Policy – Wokingham Borough.....                                | 5         |
| Emerging Local Plan Evidence Base for the Wokingham Local Plan.....           | 7         |
| Indoor Sports and Leisure Facilities.....                                     | 9         |
| Neighbourhood Planning Context.....                                           | 11        |
| <b>4. Growth Context and Development Pressure .....</b>                       | <b>13</b> |
| Role of Past Planning Applications in Infrastructure Delivery.....            | 14        |
| Current Planning Applications of relevance to Shinfield Parish .....          | 16        |
| <b>5. Structure of Services and Facilities Provision .....</b>                | <b>20</b> |
| <i>Existing Services and Facilities Baseline</i> .....                        | 21        |
| Current Service & Facility Provision in Shinfield Parish.....                 | 23        |
| Growth related deficiencies.....                                              | 24        |
| <i>Summary</i> .....                                                          | 26        |
| <b>6. Conclusion .....</b>                                                    | <b>26</b> |
| <b>Appendix A: Current Services and Facilities (as of January 2026) .....</b> | <b>29</b> |
| <b>Appendix B: Parish Council S106 Requests .....</b>                         | <b>41</b> |
| <b>Appendix C: Facilities and Services Maps .....</b>                         | <b>43</b> |



# **1. Introduction**

## **About the Parish**

1.1 Shinfield is a civil parish in Berkshire, located immediately south of Reading within the unitary authority of Wokingham Borough Council. Covering approximately 4,313 acres (1,813 hectares), the parish comprises several distinct settlements, including Shinfield Village, Spencers Wood, Three Mile Cross, Ryeish Green, Grazeley and Shinfield Rise/North.

1.2 Shinfield has experienced significant residential growth over recent decades, with the population increasing from just over 8,000 in 2001 to around 17,600 by the 2021 Census, and this growth reflects Shinfield's accessible location, proximity to major employment areas in the Thames Valley.

## **Purpose of this report**

1.3 The parish has experienced substantial growth over recent decades and continues to accommodate significant development pressure, including major schemes delivered through the South of the M4 Strategic Development Location and further large-scale proposals adjacent to the parish boundary. This growth has increased demand for community infrastructure and services, including meeting space, recreation and play provision, education, transport connectivity and local facilities, and has heightened the importance of timely, coordinated infrastructure delivery.

1.4 This report provides a desk based overview of the services and facilities in Shinfield Parish and considers how provision is planned, delivered. It sets out the role of Shinfield Parish Council (in managing local facilities and acting as a statutory planning consultee), reviews the growth context and the contribution of past planning permissions to infrastructure delivery, summarises the relevant national, borough and neighbourhood

planning policy context, and identifies key gaps, pressures and priorities to inform future planning decisions and developer mitigation discussions.

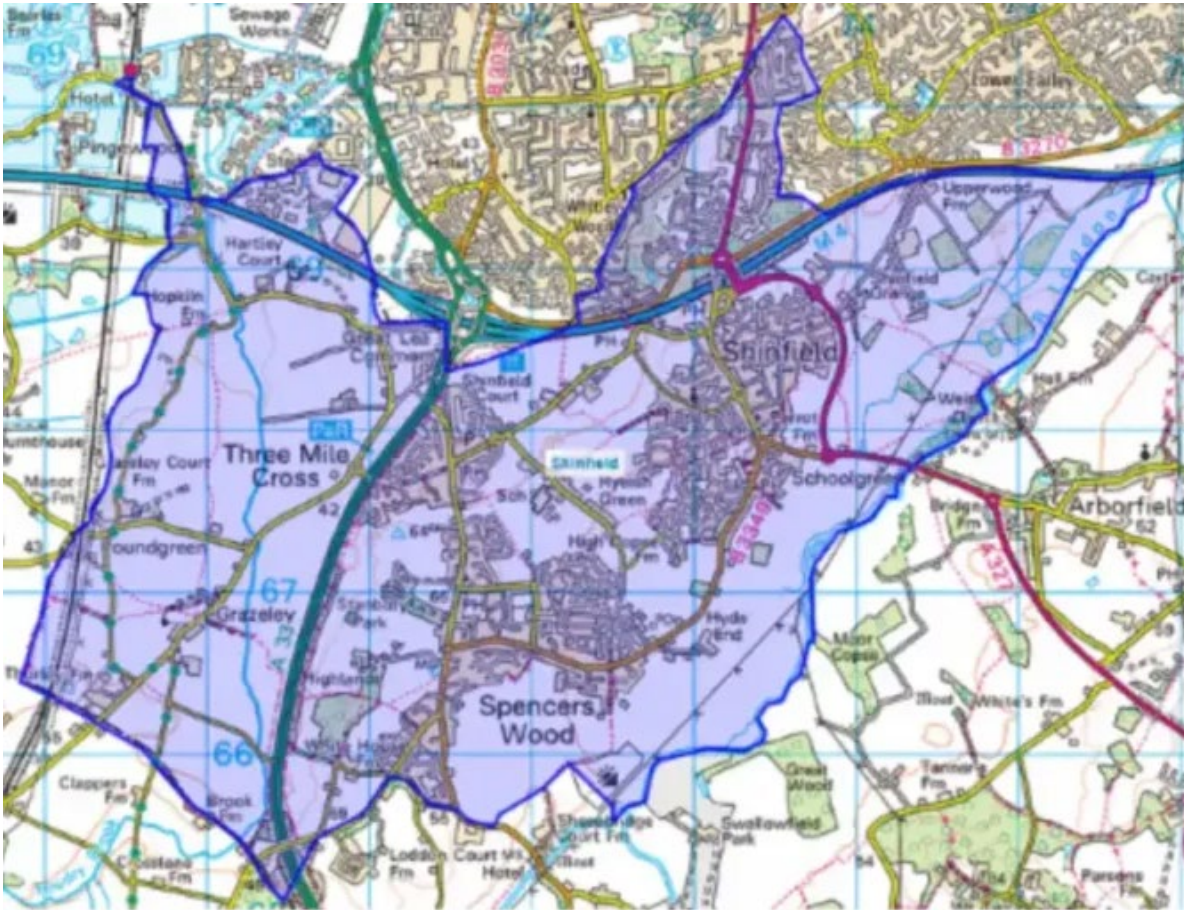


Fig 1: Map showing the Parish Boundary and area of Shinfield (taken from: <https://shinfieldparish.gov.uk>)

## **2. Role of Shinfield Parish Council**

- 2.1 Shinfield Parish Council has responsibility for a range of community-focused services and functions. Key functions include:
- Ownership, management, and maintenance of local assets such as community buildings, open spaces, play areas, and recreational facilities.
  - Provision of smaller-scale infrastructure including seating, litter bins, noticeboards, and public realm improvements.
  - Support for community events, engagement activities, and grant funding to local organisations.
  - Acting as a formal consultee on planning applications and development proposals affecting the parish.
- 2.2 Through these functions the Parish Council helps ensure that local services and facilities respond to community needs and contribute positively to quality of life within the parish.

### **Role of the Parish Council in Relation to Development**

- 2.3 Shinfield Parish Council acts as a statutory consultee on all planning applications affecting the parish, providing evidence and community perspective on the adequacy of services and facilities. It engages in submitting formal responses to planning applications and with Wokingham Borough Council.
- 2.4 This role ensures that local considerations, including those informed by past developments and facility needs, are factored into planning negotiations and decisions, particularly for larger applications (in or adjoining the parish) where the impacts are more significant on the parish.

## 3. Planning Policy Context

### National Planning Policy

- 3.1 At a national level, planning for services and facilities is guided by the National Planning Policy Framework<sup>1</sup> (NPPF), which promotes the creation of healthy, inclusive, and sustainable communities, particularly in relation to chapter 8 (promoting healthy and safe communities).
- 3.2 The NPPF emphasises the importance of:
- Access to high-quality open spaces, sports facilities, and community services.
  - The provision of social, recreational, and cultural facilities to meet the needs of current and future populations.
  - Ensuring that new development is supported by appropriate infrastructure and community facilities.
- 3.3 National Planning Practice Guidance also provides guidance on open space, sports and recreation facilities, public rights of way and local green spaces<sup>2</sup>.
- 3.4 This national policy context underpins local and neighbourhood level planning within Shinfield Parish.

### Local Planning Policy – Wokingham Borough

- 3.5 Wokingham Borough Council is the Local Planning Authority and is responsible for setting the strategic planning framework for Shinfield Parish. Borough-level planning policies establish:

---

<sup>1</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>2</sup> <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space>



- The overall scale and location of development within the borough.
- Strategic infrastructure requirements, including transport, education, health, and utilities.
- Policies relating to open space provision, community facilities, and developer contributions.

3.6 These policies provide the strategic context within which local services and facilities in Shinfield are planned and delivered, including requirements for new or improved facilities associated with growth.

3.7 Wokingham are currently in the process of updating their Local Plan. The Local Development Scheme (LDS) for Wokingham was published in September 2024, this outlines the programme for the emerging Local Plan adoption and estimates that the adoption of the emerging Local Plan is expected in May 2026, however we understand that there is a delay of at least six months (as the stage 1 hearings were proposed to be held in April 2025 but were actually held in November 2025). There are a number of new housing allocations within the emerging Local Plan that will affect Shinfield Parish including the LGV (where a planning application has been submitted ref 252498). This is discussed in more detail within this report.

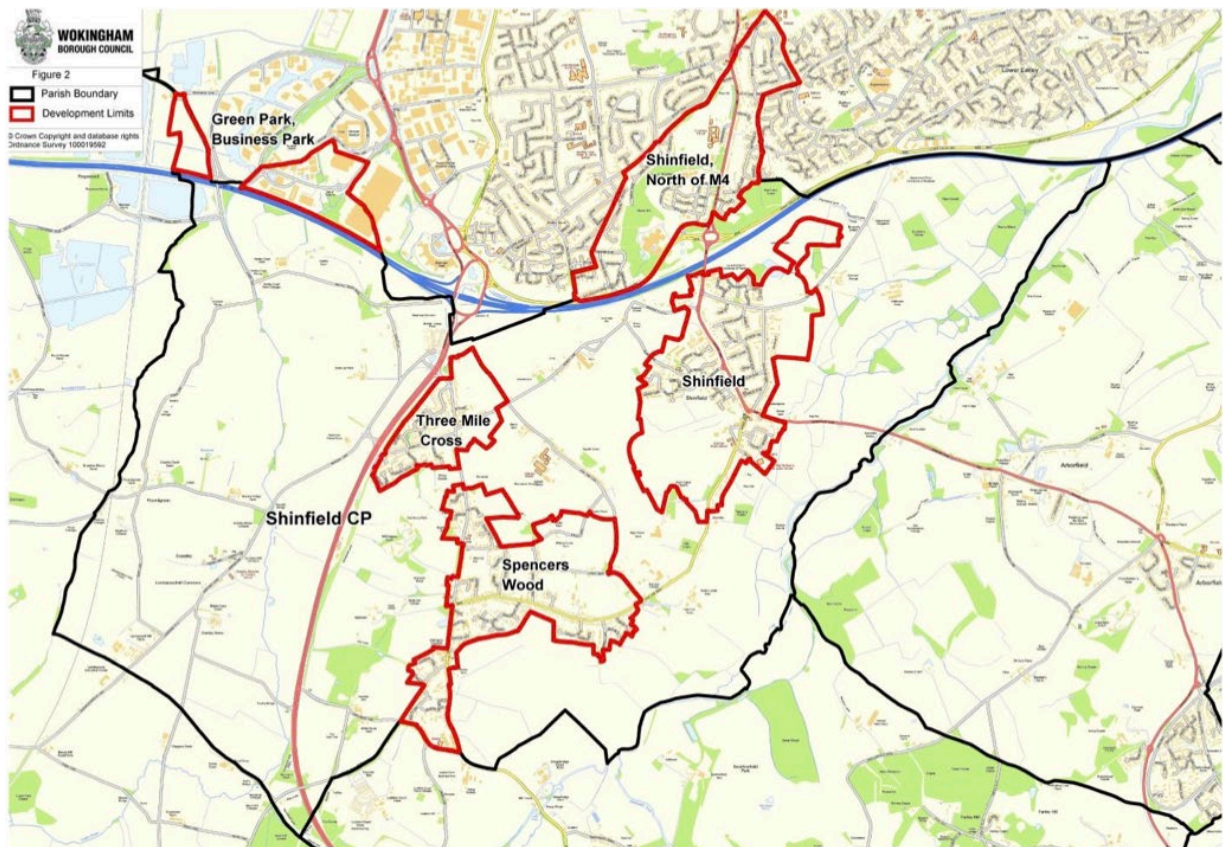


Fig 2: Parish Boundary (black line) Development limits (red line) (taken from figure 2 of Shinfield Neighbourhood Plan, made 2017)

## Emerging Local Plan Evidence Base for the Wokingham Local Plan

**3.8 The Open Space, Sport and Recreation Study (Revised Standards Paper, 2012, examination library reference: IN3c)** identifies Shinfield as an area with specific qualitative and functional gaps in provision for children and young people, rather than an overall shortfall in quantity. While borough wide mapping does not show significant spatial gaps in play provision, consultation identified Shinfield as one of the locations with clear demand for enhanced teenage facilities, including skateparks, Multi-Use Games Areas (MUGAs) and BMX facilities (PPG17 Revised Standards Paper, paras 4.6–4.8). This highlights a need for facilities that cater to older

children and teenagers, rather than traditional equipped play areas alone.

- 3.9 The study also confirms that amenity greenspace across the borough is generally of good quality, but that sites often lack ancillary features, particularly for teenagers (Revised Standards Paper, para. 4.3). This reinforces the identified need in Shinfield for more functional, activity-based open space rather than purely informal or visual greenspace.

### Playing Pitches and Outdoor Sports Facilities

- 3.10 The Playing Pitch Strategy Assessment Report (August 2023, examination library reference: IN5) places Shinfield within the Southern Sub-Area for analysis purposes. The Strategy confirms ongoing and future demand pressures for junior and mini football pitches across the borough, with particular emphasis on accommodating growth linked to strategic development locations south of the M4 (Playing Pitch Strategy, paras 2.32–2.34).
- 3.11 Shinfield is specifically referenced in relation to proposals at Ryeish Green, where a sports hub is identified as a key component of local sports infrastructure provision (the Ryeish Green Sports Hub has now come forward). The Strategy confirms that the Shinfield Parish Neighbourhood Plan supports this approach, with Ryeish Green identified as the preferred location for a community sports hub serving both organised clubs and the wider community (Playing Pitch Strategy, paras 2.37–2.39). This aligns with the borough's wider strategy of consolidating provision into hubs rather than dispersing pitches across smaller sites.

3.12 In addition, the Strategy notes proposals linked to the University of Reading's Shinfield sites, including new adult, junior and mini football pitches, which would further contribute to local pitch provision if delivered (Playing Pitch Strategy, paras 3.17–3.18). However, the report also highlights risks associated with loss of existing provision, including the potential loss of an adult pitch used by Shinfield Rangers FC (para. 3.18), reinforcing the importance of safeguarding and re-provision.

#### Indoor Sports and Leisure Facilities

3.13 The Indoor Built Facilities Strategy 2024–2040 (examination library reference: IN6) confirms that Wokingham Borough has benefited from significant recent investment at Ryeish Green, including new and enhanced indoor leisure facilities (Indoor Built Facilities Strategy, para. 1.3). These facilities form part of the borough wide network of sports halls, swimming pools and fitness provision intended to meet both current and future demand arising from population growth to 2040.

3.14 While the Strategy is not parish specific in its quantitative modelling, it highlights the role of Ryeish Green as a key leisure destination serving southern parts of the borough, including Shinfield. The Strategy also emphasises the importance of maintaining accessibility to indoor leisure facilities through community use agreements and integration with active travel networks (Indoor Built Facilities Strategy, paras 2.21–2.23).

#### Community Infrastructure and Transport Connectivity

3.15 The Infrastructure Delivery Plan (September 2024, examination library reference: IN7) identifies Shinfield Road / Basingstoke



Road as a critical corridor for active and sustainable transport improvements, with schemes classified as *Critical* infrastructure necessary to support growth (Infrastructure Delivery Plan, Table under Highways and Transport; Shinfield Road/Basingstoke Road entry). These improvements are directly relevant to Shinfield parish, improving access to community facilities, schools, leisure provision and public transport.

- 3.16 The IDP also confirms that community, health, sports and green infrastructure are integral to supporting development associated with the South Wokingham and South of M4 growth areas, within which Shinfield plays a key role (Infrastructure Delivery Plan, paras 3.1–3.6). This reinforces the need for coordinated delivery of facilities alongside transport and active travel measures.

#### Standards for providing facilities

- 3.17 Policy HC4 Open space, sports, recreation and play facilities of the emerging Wokingham Local Plan seeks to protect and enhance existing open space, sports, recreation and play facilities, resisting their loss unless clearly justified by surplus provision, suitable replacement, or overriding community benefit. It supports the delivery of new, well-located facilities and requires residential development to provide or contribute to open space and sports provision in line with borough standards, with appropriate long-term management and maintenance arrangements secured.

England guidance. New open space, sports, recreation and play facilities should be well related to the communities they serve and should, where possible, promote their dual use by being co-located with other community uses, such as schools.

4. Development proposals for residential development involving a net increase in the number of dwellings, will be required to provide or contribute to the provision of open space, sport and recreation and play facilities and must demonstrate how they meet the standards in the table below.

| Type                                                                                                                                                                                                                                                                                                                                                                | Borough standard (ha per 1,000 population)             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| Parks and public gardens                                                                                                                                                                                                                                                                                                                                            | 1.1                                                    |
| Natural/ semi natural greenspace (excluding country parks*)                                                                                                                                                                                                                                                                                                         | 2.84                                                   |
| Amenity greenspace                                                                                                                                                                                                                                                                                                                                                  | 0.98                                                   |
| Provision for children and young people (Neighbourhood Equipped Areas of Play; Local Equipped Areas of Play; Local Areas of Play)                                                                                                                                                                                                                                   | 0.25                                                   |
| Civic Space                                                                                                                                                                                                                                                                                                                                                         | 0.01                                                   |
| Outdoor sports facilities                                                                                                                                                                                                                                                                                                                                           | 1.44                                                   |
| Cemeteries/ Burial grounds**                                                                                                                                                                                                                                                                                                                                        | 14.4 grave plots per 1,000 population                  |
| Allotments                                                                                                                                                                                                                                                                                                                                                          | 0.39                                                   |
|                                                                                                                                                                                                                                                                                                                                                                     |                                                        |
| Type (indoOr sports)                                                                                                                                                                                                                                                                                                                                                | Borough standard (m <sup>2</sup> per 1,000 population) |
| Sports hall (4-badminton court) including indoor bowls (2 rinks) and Health & Fitness gyms (20 stations)                                                                                                                                                                                                                                                            | 65.43                                                  |
| Swimming pool                                                                                                                                                                                                                                                                                                                                                       | 8.26                                                   |
| Activity halls                                                                                                                                                                                                                                                                                                                                                      | 41.31                                                  |
| <p>* Where Suitable Alternative Natural Greenspace (SANG) also meets the definition of natural greenspace it can also count towards this provision, i.e., at least 2.84ha per 1,000 population of the SANG could also contribute towards the natural greenspace standard and vice versa.</p> <p>** Assumes a grave plot can accommodate 2.5 burials on average.</p> |                                                        |

Fig 3: Extract of standards for open space, sports, recreation and play facilities (Policy HC4 of the emerging Wokingham Local Plan).

## Neighbourhood Planning Context

3.18 Shinfield Parish has an adopted Neighbourhood Plan (made in 2017) prepared under the Localism Act 2011. The Neighbourhood Plan forms part of the statutory development plan for the parish and must be taken into account in planning decisions within the parish.

3.19 The Neighbourhood Plan provides locally specific policies and guidance that complement national and borough level planning policy. In relation to services and facilities, it:

- Supports the protection and enhancement of existing community facilities.
- Identifies local priorities for open space, recreation, and community infrastructure.
- Seeks to ensure that new development contributes positively to the provision of facilities and services needed to support a growing population.
- Reflects locally identified needs and aspirations, ensuring that planning decisions are informed by community engagement.

3.20 The Neighbourhood Plan therefore plays a key role in shaping how services and facilities are planned, delivered, and safeguarded within the parish.

## **4. Growth Context and Development Pressure**

4.1 Shinfield has been the focus of significant growth through a series of large planning applications and planned development through the Development Plan. The South of the M4 major development, extending Shinfield village, Three Mile Cross and Spencers Wood, has secured outline permission for approximately 3,000 new homes, many of which are now built or under construction (as shown in figure 4).

4.2 This growth has increased demand for services and facilities, including:

- Community meeting spaces and social infrastructure;
- Play and recreational provision;
- Primary and early years education;
- Retail and convenience facilities;
- Transport links and pedestrian/cycle routes.

4.3 Effective planning must consider both existing provision and requirements arising from cumulative development.



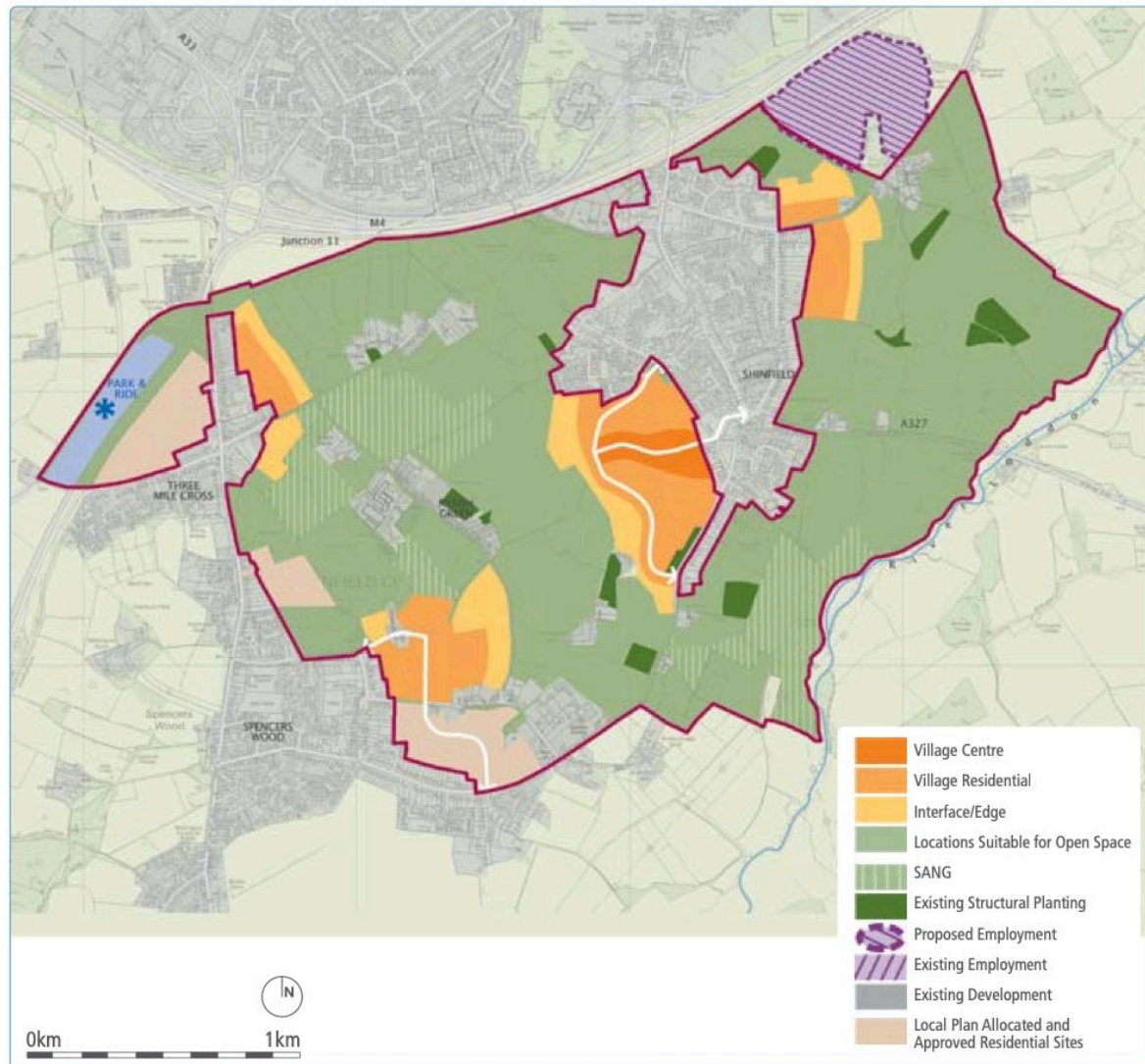


Fig 4: Figure 4.5 (Character Typologies) taken from the South of M4 Strategic Development Location Supplementary Planning Document<sup>3</sup> (adopted October 2011)

## Role of Past Planning Applications in Infrastructure Delivery

4.4 Large planning applications in Shinfield Parish have delivered a range of services and facilities either through direct on-site provision or through

<sup>3</sup> <https://www.wokingham.gov.uk/sites/wokingham/files/2023-06/South%20of%20M4%20Adopted%20Suppl~ry%20Planning%20Document.pdf>

financial contributions (e.g., Section 106) towards off-site improvements. Key examples include:

#### 4.5 Shinfield District Centre & Community Centre

- As part of the wider SDL development south of the M4, a district centre has been established, anchored by a new community centre and planned retail such as a Lidl supermarket granted planning permission in the centre of Shinfield village, which has now been built. This centre provides local retail convenience and a focal point for community activity, directly addressing infrastructure needs associated with population growth.

#### 4.6 Education and Playing Fields

- The SDL proposals have also supported the delivery of new primary school provision (for example, at Alder Grove Church of England Primary School) alongside playing fields and open space for sport and recreation in line with policy requirements.

#### 4.7 Pedestrian and Transport Links

- Development consents secured improvements to local roads and active travel infrastructure, including sections of relief roads and crossing points, improving accessibility within the parish.

4.8 These delivered facilities demonstrate how planning permissions have mitigated the impacts of growth by materially contributed to local services and infrastructure so that appropriate facilities are brought forward alongside housing.

## **Current Planning Applications of relevance to Shinfield Parish**

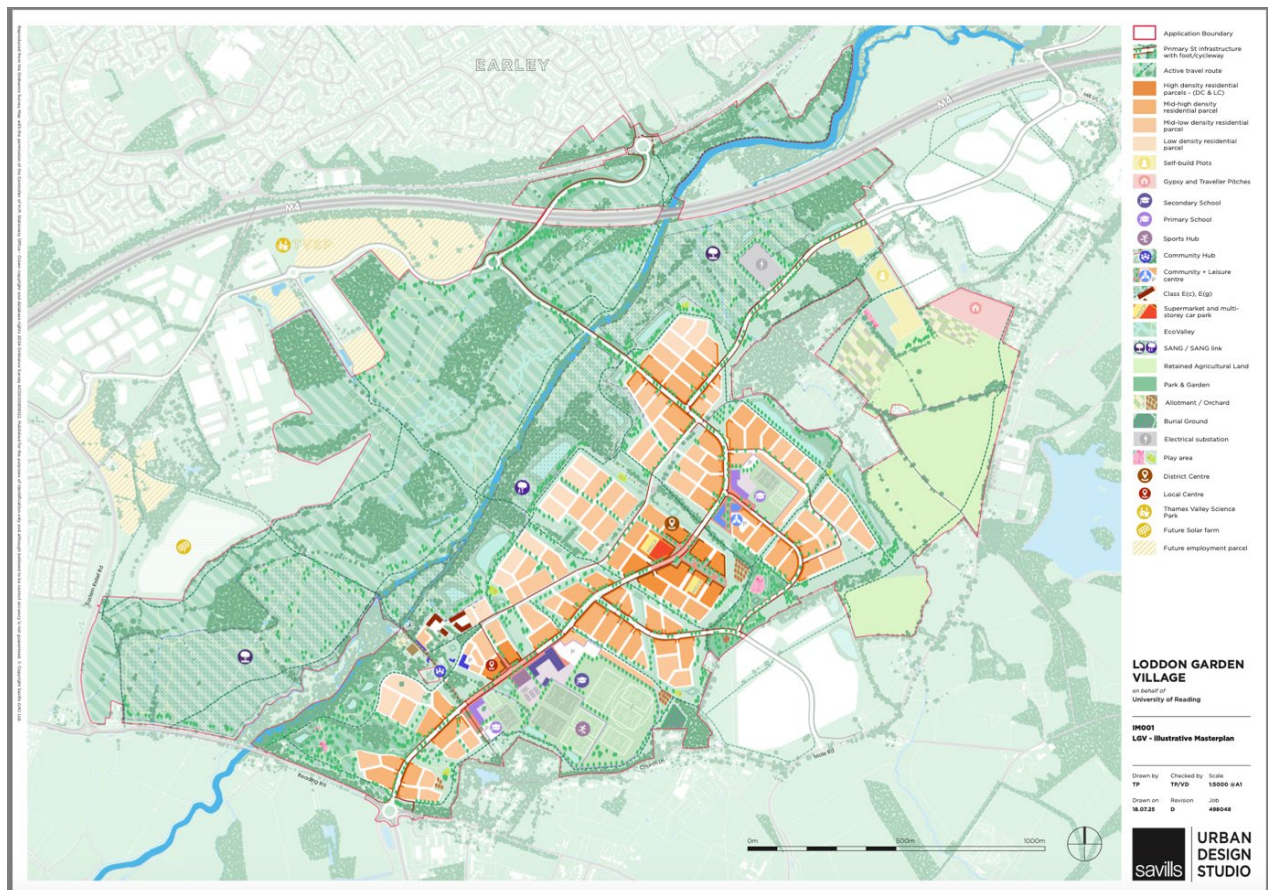
### *Loddon Valley Garden Village*

4.9 A planning application has been submitted for the Hall Farm site which is a proposed allocation within the emerging Wokingham Local Plan Update (2023-2040) Proposed Submission Plan. This is commonly referred to as Loddon Valley Garden Village (LVGV) site allocation. The University of Reading have submitted an outline planning application for 2,800 dwellings (reference: 252498). The hybrid planning application (part in full, part in outline) comprising outline application for:

- up to 2,800 residential units to include up to:
- 100 custom and self-build plots;
- 2 primary schools (up to 3 forms of entry) to include early years provision and 1 secondary school (up to 12 forms of entry);
- one District Centre, to incorporate up to 11,000m<sup>2</sup> of Class E (Commercial, Business and Service, to include a food store of around 2,500m<sup>2</sup>), and Class F (Local Community and Learning);
- one Local Centre, to incorporate up to 2,400m<sup>2</sup> of Class E;
- a Sports Hub to include sports pitches and pavilion space; up to 4,250m<sup>2</sup> of further Class E, Class F, and
- sui generis development to include commercial, health care and public house; associated green infrastructure, landscaping, public open space, play areas, and ecological enhancement measures;
- 20 gypsy and traveller pitches;
- drainage and flood alleviation measures to include Sustainable Urban Drainage Systems (SUDS) and engineering measures within Loddon Valley for the River Loddon;

- associated highway / transport / supporting infrastructure including spine road, pedestrian and cycle connections;
- associated utilities, infrastructure, and engineering works, including the undergrounding of overhead lines and an electricity substation;
- up to 0.5ha of land adjoining St Bartholomew's Church for use as cemetery.
- All matters reserved other than access, incorporating: access to highways, incorporating:
  - a new pedestrian, cycle and vehicular access to Lower Earley Way via a new 4th arm to the Meldreth Way roundabout;
  - a new pedestrian, cycle and vehicular bridge over the M4;
  - a new pedestrian, cycle and vehicular bridge over the River Loddon;
  - a new vehicular access to the A327 Reading Road, via a new arm to the Observer Way roundabout;
  - a new pedestrian, cycle and vehicular access to Thames Valley Science Park;
  - Phase 1 of internal roads including pedestrian / cycle routes, associated infrastructure, drainage and landscaping.
- Application includes full permission for the delivery of proposed 40.4 hectares of Suitable Natural Greenspace (SANG), 18.35 hectares of SANG link, and provision of Biodiversity Net Gain measures, the demolition and clearance of buildings and structures at the Centre for Dairy Research (CEDAR) and at Hall Farm, the demolition of 3 existing dwellings, and the retention of specified buildings at Hall Farm as specified by the applications drawings.





*Fig 5: Loddon Garden Village Illustrative Masterplan – submitted to Wokingham Borough Council (image submitted to planning file for application reference number: 252498).*

4.10 Whilst the housing proposed at LVGV is not located within Shinfield Parish it is located adjacent to the parish. Given the immediate proximity of the development to Shinfield Parish, it is not credible to assume:

- all community, recreational and healthcare demand will be met entirely on site; or
- that new facilities will be delivered early enough to prevent reliance on existing provision.

4.11 Shinfield’s identified facilities are therefore considered to form part of the functional catchment of the development.

4.12 Based on 2.4 people per dwelling (6,720 people), the LVGV would need to provide under the policy requirements of emerging Local Plan Policy HC4:

Outdoor / open space (ha)

- Parks & public gardens:  $1.1 \times 6.72 = 7.39$  ha
- Natural / semi-natural greenspace:  $2.84 \times 6.72 = 19.08$  ha
- Amenity greenspace:  $0.98 \times 6.72 = 6.59$  ha
- Children/young people play space:  $0.25 \times 6.72 = 1.68$  ha
- Civic space:  $0.01 \times 6.72 = 0.07$  ha
- Outdoor sports facilities:  $1.44 \times 6.72 = 9.68$  ha
- Allotments:  $0.39 \times 6.72 = 2.62$  ha

Cemeteries

- 14.4 plots per 1,000  $\times 6.72 = 97$  grave plots

Indoor sports (m<sup>2</sup>)

- Sports hall/indoor bowls/fitness:  $65.43 \times 6.72 = 440$  m<sup>2</sup>
- Swimming pool:  $8.26 \times 6.72 = 56$  m<sup>2</sup>
- Activity halls:  $41.31 \times 6.72 = 278$  m<sup>2</sup>

4.13 A Sports Justification Report has been submitted with the planning application, undertaken by Nortoft and dated July 2025. Paragraph 1.7 of the report notes that the University's hybrid/outline Application therefore provides the location and indicative layout for:

- the shared sports and ancillary facilities such as the artificial grass pitches and car parking;
- Sports and ancillary facilities which would be required to support community sport but not used by a school, such as social space;
- dedicated grass playing field space for each of the secondary school and primary school.

4.14 It is pertinent to note that the wider site allocation comprises of 3,930 dwellings and therefore other planning applications will follow on this Site.

## **5. Structure of Services and Facilities Provision**

5.1 This section provides an evidence base and overview of services and facilities within Shinfield Parish, considering existing provision, the impacts of growth, and the role of planning policy and development in delivering

community infrastructure. It supports planning policy formulation and the appraisal of planning applications, particularly larger schemes that have come forward within and around the parish.

5.2 The provision of services and facilities within Shinfield Parish is shaped by a combination of partners including:

- Shinfield Parish Council who are responsible for local facilities, community assets, and small-scale infrastructure.
- Wokingham Borough Council who are responsible for strategic services and infrastructure.
- Other public bodies and service providers, including health, education, and transport authorities.
- Developers, through planning obligations and infrastructure contributions linked to new development.
- Community and voluntary organisations, supported by parish and borough funding and facilities.

5.3 This structure ensures that both strategic and local needs are addressed with the Parish Council acting as an important link between residents, service providers, and the planning system.

#### *Existing Services and Facilities Baseline*

5.4 Shinfield Parish contains a range of services and facilities that support resident needs, including community centres, recreation grounds, play areas, sports facilities, and significant areas of public open space. Provision is delivered through a combination of parish led management, borough level services and developer funded infrastructure.

5.5 This services and facilities report is a desk based report and no additional fieldwork has been collected via qualitative data (i.e. no questionnaires have been undertaken with local facilities and services

themselves to understand their capacities at the time of the study). It is noted that this work could be completed as an addendum at a later date.

## 5.6 Defining a service and facility for the purposes of this report:

### *Facility*

5.7 A facility is defined within this report as a physical building, site, or item of infrastructure that provides a fixed location from which activities or functions are delivered to meet the needs of individuals or communities. Facilities are assets and include buildings, structures, land, and associated infrastructure that are capable of accommodating one or more uses or services.

5.8 Green spaces and play equipment would fall within the definition of a facility as they are spatial elements and therefore would meet the definition of a facility for assessment purposes.

### *Service*

5.9 A service is defined within this report as an organised activity, function, or provision delivered to meet the needs of individuals or communities. Services may be provided from a facility, across multiple facilities, or through mobile, outreach, or digital means, and are not limited to a single physical location.

5.10 Recent community infrastructure improvements include the new community centre in the Shinfield district centre, delivered as part of wider development activity in the south of the M4 Strategic Development Location (SDL). Funding for this facility included both parish resources and developer contributions secured through Section 106 agreements.



5.11 As outlined earlier in the report the evidence base for the emerging Wokingham Local Plan including the Playing Pitch Strategy (2023) confirms ongoing and future demand for junior and mini football pitches, linked to growth south of the M4, and identifies Ryeish Green as a strategically important sports hub supported by the Shinfield Parish Neighbourhood Plan. Investment in indoor sports and leisure facilities at Ryeish Green further reinforces its role serving Shinfield.

5.12 The Infrastructure Delivery Plan supports this by identifying critical transport and active travel improvements along the Shinfield Road/Basingstoke Road corridor, ensuring continued accessibility to community, education and leisure facilities as development comes forward, and emphasising the importance of coordinated infrastructure delivery to support growth in and around Shinfield.

### **Current Service & Facility Provision in Shinfield Parish**

5.13 A desk based analysis of services and facilities that have been identified can be seen in appendix 1, which identifies the current services and facilities in detail however a high level summary of this appendix has been provided below:

- Community hub: School Green Centre offers meeting space, events, café and local council services. A new Community Centre<sup>4</sup> was opened in Shinfield in 2021, It was designed by AOC Architects and incorporates a redevelopment of the existing parish hall while a new extension has been built on the site of the former Shinfield Royal British Legion headquarters, which closed in 2012.
- Local halls: St Mary's Church Hall and Grazeley Village Hall host smaller community activities.
- Healthcare: Shinfield Medical Practice and a local pharmacy provide primary care.

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<sup>4</sup> <https://www.reading.co.uk/shinfield-community-centre-opens/>

- Education: Nursery, infant and primary school provision within the parish.
- Library access: Self-service micro-libraries in Shinfield and Spencers Wood.
- Sports & recreation: High Copse Pavilion and pitches, tennis and bowls clubs, plus extensive walking routes.
- Retail & services: Local convenience stores, cafés, pubs, petrol station and Post Office services.
- Employment: Thames Valley Science Park and Shinfield Studios support local jobs and economic activity.
- Transport links: Bus services connect to Reading and nearby centres; road access via local main routes.
- Open space: Green spaces, public footpaths and countryside provide informal recreation opportunities.

## **Growth related deficiencies**

5.14 The LGV has the potential to address many of the existing infrastructure deficiencies in Shinfield Parish (identified in **Appendix B**). However, its success in delivering a genuinely sustainable community will depend on the timely delivery, phasing, and integration of facilities, alongside continued reliance on strategic-scale infrastructure beyond the site for healthcare, emergency services, and cultural provision

5.15 With the LGV it is expected that existing facilities may increase deficiencies due to increased population.

5.16 It is reasonable to expect that residents of the LGV development will take advantage of facilities within Shinfield Parish.

5.17 These cross-boundary impacts should be recognised in infrastructure planning and mitigation discussions.

5.18 Infrastructure deficiencies in Shinfield Parish identified in **Appendix B**, are summarised below:

*i. Additional Football Pitches at High Copse*

5.19 There is a need for additional football provision to mitigate increased demand arising from the development. There is an extant planning permission (reference 223287) for two junior grass football pitches at High Copse Pavilion, located to the north of the bus lane. The permission is understood to remain live, as archaeological works were undertaken within the required three year period by the University of Reading.

5.20 At present, there is no identified funding in place to deliver these pitches. The Parish Council considers that bringing these pitches into use through S106 funding associated with the LGV development would help to distribute pressure on existing football pitches across the wider area.

*ii. Additional Non-Football / Non-Cricket Facilities*

5.21 There is a need for a broader range of sports and recreational facilities to alleviate pressure on existing assets. Discussions are already underway between Shinfield Parish Council and the University of Reading regarding the potential use of part of a field to the west of Manor Ground Pavilion as a mountain bike trail for local cyclists.

5.22 This type of facility is not expected to generate material income and would incur ongoing maintenance costs. As such, the Parish Council considers it particularly well-suited to delivery through S106 contributions, potentially including a commuted sum or reserve to fund future maintenance.

5.23

*iii. Highways Improvements*

5.24 These are set out fully in the Active Travel and Connectivity Report, summarised below:

- Arborfield Road Cycle Scheme.
- Arborfield Road Toucan Crossing.
- Shinfield Eastern Relief Road Toucan Crossing.
- 20mph Zone (Area defined in Active Travel and Connectivity Report)

*Summary*

5.25 This section demonstrates that while Shinfield Parish has an established base of services and facilities, existing provision is already constrained and will be placed under increasing pressure as growth comes forward. Evidence clearly identifies gaps in public transport, cultural and library provision, healthcare access, and indoor leisure and youth facilities, alongside risks associated with delayed infrastructure delivery. Planned development, including the Loddon Valley Garden Village, must therefore play a decisive role in delivering timely, well phased community infrastructure. Securing appropriate facilities and mitigation through planning policy and developer contributions will be essential to ensure that growth in Shinfield is sustainable and supported by adequate, accessible services and facilities.

## **6. Conclusion**

6.1 This report has demonstrated that Shinfield Parish has a strong but increasingly pressured base of services and facilities, shaped by sustained population growth, strategic development south of the M4 and further

large-scale proposals within and adjacent to the parish. Past development has delivered important infrastructure, including community centres, schools, open space and transport improvements, and these have made a positive contribution to meeting the needs of a growing population. However, evidence shows that existing provision is now constrained in several key areas and will be subject to further pressure as growth continues.

6.2 The evidence base supporting the emerging Wokingham Local Plan identifies clear qualitative and functional gaps in Shinfield, particularly in relation to youth facilities, indoor leisure provision, public transport accessibility, healthcare access and cultural facilities. While strategic assets such as Ryeish Green play an important role in meeting borough-wide demand for sports and leisure, local provision within the parish remains uneven and, in some cases, reliant on facilities outside the parish boundary. There is also a recognised risk that population growth may precede the delivery of new infrastructure if development is not appropriately phased and coordinated.

6.3 The proposed Loddon Valley Garden Village and other committed development present both a challenge and an opportunity for Shinfield. Although not located within the parish, the scale and proximity of the development mean that Shinfield's services and facilities will form part of its functional catchment. It is therefore not credible to assume that all demand will be met on site, particularly in the early phases of development. This underlines the importance of securing proportionate mitigation and contributions to support facilities within Shinfield itself.

6.4 The Parish Council has identified clear, evidence-led priorities for future infrastructure, including **additional sports provision, safe and attractive walking and cycling routes, traffic mitigation and broader recreational opportunities (see Appendix B)**. The delivery of these priorities will be essential to maintaining quality of life for existing and



future residents. Planning policy, including the emerging Local Plan and the adopted Shinfield Neighbourhood Plan, provides a robust framework for securing this infrastructure, primarily through Section 106 obligations and coordinated strategic infrastructure planning.

6.5 In conclusion, ensuring that growth in and around Shinfield is sustainable will depend on timely, well-phased delivery of services and facilities, effective partnership working between the Parish Council, Wokingham Borough Council and developers, and the proactive use of planning obligations to address identified gaps and pressures. Without this approach, there is a clear risk that infrastructure provision will lag behind growth, undermining the long-term sustainability of the parish.

## Appendix A: Current Services and Facilities (as of January 2026)

This appendix presents a comprehensive, desk-based schedule of services and facilities within Shinfield Parish, compiled through a review of published information, planning documents and publicly available sources. The table provides an overview of the range and distribution of community, education, health, recreation, open space, transport and local service provision currently available within the parish. It is intended to establish a clear baseline of existing facilities to inform the assessment of growth impacts, infrastructure gaps and future planning and mitigation discussions.

| Community        | Category   | Facility/Service   | Description                                                                   | Address/Location                                                           |
|------------------|------------|--------------------|-------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Shinfield        | Allotments | Arborfield Road    | Allotment site.                                                               | Opposite Vickets Close, Arborfield Road, Shinfield                         |
| Shinfield        | Allotments | Clares Green Road  | Allotment site.                                                               | Clare's Green Road, Spencers Wood, Shinfield                               |
| Shinfield        | Allotments | Church Lane        | Allotment site.                                                               | Off Church Lane, Three Mile Cross                                          |
| Shinfield        | Allotments | Deardon Way        | Allotment site.                                                               | Accessible via Bolton Drive, Shinfield                                     |
| Spencers Wood    | Allotments | Hartley Court      | Allotment site.                                                               | Hartley Ct Rd, Off of Great Lea, Shinfield                                 |
| Shinfield        | Allotments | Millworth Lane     | Allotment site.                                                               | Accessible via Millworth Lane & Hyde End Road, Shinfield                   |
| Spencers Wood    | Allotments | Orchard Rise       | Allotment site.                                                               | Off Hayes Drive, Three Mile Cross, Shinfield                               |
| Grazeley         | Allotments | Pound Green        | Allotment site.                                                               | Grazeley – used by the Residents who live on this land behind the cottages |
| Grazeley         | Allotments | Recreation Lane    | Allotment site.                                                               | Off Clare's Green Road, Spencers Wood, Shinfield                           |
| Shinfield Parish | Cemeteries | Shinfield Cemetery | Local burial ground providing burial and remembrance space for the community. | Shinfield                                                                  |

| Community     | Category             | Facility/Service                       | Description                                                                                                                                                | Address/Location                                                  |
|---------------|----------------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| Shinfield     | Childcare            | Honeysuckle Day Nursery (Shinfield)    | Nursery and day care.                                                                                                                                      | Stantons, Church Lane, Shinfield, Berkshire                       |
| Shinfield     | Childcare            | Happy Trails Play (Shinfield)          | Nursery and preschool.                                                                                                                                     | Old Hall Works, Arborfield Road, Shinfield                        |
| Spencers Wood | Childcare            | Spencers Wood Nursery and Pre-School   | Nursery and preschool.                                                                                                                                     | Basingstoke Road, Spencers Wood                                   |
| Spencers Wood | Childcare            | Wise Owls (Spencers Wood)              | Childcare / nursery.                                                                                                                                       | Loddon Court Farm, Beech Hill Road, Spencers Wood                 |
| Spencers Wood | Childcare            | Chapel Lane Pre-school                 | Pre-school based at Spencers Wood Pavilion.                                                                                                                | Spencers Wood Pavilion, Clares Green Road, Spencers Wood          |
| Shinfield     | Community facilities | Shinfield Cinema                       | Cinema at School Green Centre                                                                                                                              | School Green Centre, School Green, Shinfield                      |
| Shinfield     | Community facilities | School Green Centre (community centre) | Parish community centre (opened Nov 2021) with rooms for hire; includes Tin Roof Cafe, WBC self-serve micro library, and is base for parish council staff. | School Green Centre, School Green, Shinfield                      |
| Spencers Wood | Community facilities | Spencers Wood Pavilion                 | Community pavilion at Spencers Wood Recreation Ground; rooms for hire; home to Chapel Lane Pre-school, Shinfield Voluntary Car Service and a youth club.   | Spencers Wood Recreation Ground, Clares Green Road, Spencers Wood |
| Spencers Wood | Community facilities | Spencers Wood Village Hall             | Village hall used for community events (separate from the pavilion).                                                                                       | Basingstoke Road, Spencers Wood                                   |

| Community        | Category             | Facility/Service                                       | Description                                                                                      | Address/Location                                         |
|------------------|----------------------|--------------------------------------------------------|--------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| Grazeley         | Community facilities | Grazeley Village Memorial Hall / Grazeley Village Hall | Village hall and community venue.                                                                | Church Lane, Grazeley, Reading                           |
| Shinfield Parish | Community facilities | Parish Noticeboards                                    | Public noticeboards providing local information, community announcements, and statutory notices. | Various locations within Shinfield Parish                |
| Spencers Wood    | Community services   | Shinfield Voluntary Car Service                        | Volunteer transport service (dial-a-ride style) based at Spencers Wood Pavilion.                 | Spencers Wood Pavilion, Clares Green Road, Spencers Wood |
| Ryeish Green     | Education            | Oakbank School                                         | Secondary school.                                                                                | Hyde End Lane, Ryeish Green, Reading                     |
| Grazeley         | Education            | Grazeley Parochial CofE Primary School                 | Primary school.                                                                                  | Mereoak Lane, Grazeley, Reading                          |
| Shinfield        | Education            | Shinfield Infant and Nursery School                    | Primary (infant/nursery) school.                                                                 | School Green, Shinfield                                  |
| Shinfield        | Education            | Shinfield St Mary's CofE Junior School                 | Junior school.                                                                                   | Chestnut Crescent, Shinfield                             |
| Shinfield        | Education            | Alder Grove CofE Primary School and Nursery            | Primary school and nursery.                                                                      | Shinfield                                                |
| Spencers Wood    | Education            | Lambs Lane Primary School                              | Primary school.                                                                                  | Back Lane, Spencers Wood                                 |
| Shinfield Rise   | Education            | Whiteknights Primary School                            | Primary school.                                                                                  | Fairlawn Green, Shinfield Rise                           |
| Shinfield North  | Education            | Crosfields School                                      | Independent day school.                                                                          | Shinfield Road, Reading                                  |
| Shinfield Parish | Emergency services   | Police Services (Neighbourhood Policing)               | Local policing services providing community safety, crime prevention, and emergency response.    | Serving Shinfield Parish                                 |
| Shinfield Parish | Emergency services   | Fire and Rescue Service                                | Fire prevention, emergency response, and rescue                                                  | Serving Shinfield Parish (nearest station: Reading)      |

| Community        | Category              | Facility/Service                                           | Description                                                                      | Address/Location                                                             |
|------------------|-----------------------|------------------------------------------------------------|----------------------------------------------------------------------------------|------------------------------------------------------------------------------|
|                  |                       |                                                            | services serving Shinfield Parish.                                               |                                                                              |
| Shinfield        | Employment & business | Thames Valley Science Park (TVSP) - Gateway Building       | Business/science park; reception in Gateway Building.                            | Gateway Building, 1 Collegiate Square, Thames Valley Science Park, Shinfield |
| Shinfield        | Employment & business | Shinfield Studios                                          | Film and TV studio complex within TVSP.                                          | South Avenue, Shinfield                                                      |
| Shinfield North  | Employment & research | ECMWF (European Centre for Medium-Range Weather Forecasts) | International weather forecasting/research organisation based at Shinfield Park. | Shinfield Park, Reading                                                      |
| Three Mile Cross | Faith/community       | Three Mile Cross Church Centre                             | Church centre.                                                                   | Basingstoke Road, Three Mile Cross                                           |
| Grazeley         | Faith/community       | Bright Hope Church                                         | Church meeting at Grazeley Village Hall.                                         | Grazeley Village Hall, Church Lane, Grazeley                                 |
| Shinfield        | Faith/community       | Shinfield Community Church (Shinfield Baptist Church)      | Community church (formerly Shinfield Baptist Church).                            | Church Centre, 1 Fairmead Road, Shinfield                                    |
| Shinfield        | Faith/community       | Shinfield St Mary's (CoE) Church                           | Church of England parish church (Loddon Reach Benefice).                         | Church Lane, Shinfield, Reading                                              |
| Spencers Wood    | Faith/community       | St Michael & All Angels (CoE) Church, Spencers Wood        | Church of England church (Loddon Reach Benefice).                                | Basingstoke Road, Spencers Wood, Reading                                     |
| Shinfield        | Faith/community       | Brethren's Meeting Room (PBCC)                             | Meeting room (Plymouth Brethren Christian Church).                               | Hollow Lane, Shinfield, Reading                                              |
| Shinfield        | Faith/community       | St Mary's Church, Shinfield                                | Anglican parish church.                                                          | Church Lane, Shinfield                                                       |
| Shinfield        | Faith/community       | Shinfield Methodist Church                                 | Methodist church and community                                                   | School Green, Shinfield                                                      |



| Community        | Category     | Facility/Service                   | Description                                                          | Address/Location                                                     |
|------------------|--------------|------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------|
|                  |              |                                    | worship space.                                                       |                                                                      |
| Shinfield        | Food & drink | Tin Roof Cafe                      | Cafe run by Shinfield Parish Council at School Green Centre.         | School Green Centre, School Green, Shinfield                         |
| Three Mile Cross | Food & drink | The Swan (pub)                     | Village pub.                                                         | Basingstoke Road, Three Mile Cross                                   |
| Spencers Wood    | Food & drink | Miah's Restaurant (Indian)         | Indian restaurant & takeaway.                                        | Tankerton House, Basingstoke Road, Spencers Wood                     |
| Shinfield Rise   | Food & drink | The Sportsman (pub)                | Pub.                                                                 | 201 Shinfield Road, Reading                                          |
| Shinfield        | Food & drink | The Shinfield Arms (pub)           | Pub.                                                                 | Shinfield Rd, Shinfield                                              |
| Shinfield        | Food & drink | The Six Bells (pub & restaurant)   | Pub & North Indian restaurant (dine-in & takeaway).                  | Church Lane, Shinfield                                               |
| Shinfield        | Food & drink | The Bell & Bottle (pub)            | Free house pub.                                                      | 37 School Green, Shinfield                                           |
| Spencers Wood    | Food & drink | The Farriers Arms (pub)            | Pub.                                                                 | Basingstoke Road, Spencers Wood, Reading                             |
| Spencers Wood    | Food & drink | Pizzatron (mobile pizza)           | Wood-fired pizza van (Thursdays).                                    | Spencers Wood Recreation Ground, 30 Clares Green Road, Spencers Wood |
| Shinfield        | Food & drink | Shinfield Takeaway                 | Takeaway (evenings).                                                 | School Green Car Park, Shinfield                                     |
| Shinfield        | Food & drink | Howe & Co Fish & Chip Van (mobile) | Mobile fish & chip van stop (Mondays).                               | Shinfield (mobile stop – see tracker)                                |
| Three Mile Cross | Food & drink | Howe & Co Fish & Chip Van (mobile) | Mobile fish & chip van stop (Mondays).                               | Three Mile Cross (mobile stop – see tracker)                         |
| Ryeish Green     | Food & drink | The Happy Bee (mobile coffee)      | Mobile coffee bar (seasonal at Places Leisure, Hyde End Lane).       | Places Leisure, Hyde End Lane, Ryeish Green                          |
| Shinfield Parish | Food & drink | Greggs (ASDA Express Shinfield)    | Bakery/takeaway food retailer providing hot and cold food and drink. | ASDA Express Shinfield, Arborfield Road, Shinfield                   |
| Shinfield        | Food & drink | The Shinfield Arms                 | Public house.                                                        | Shinfield Road, Shinfield                                            |
| Shinfield        | Green spaces | School Green (village green)       | Historic village green / open space.                                 | School Green, Shinfield                                              |

| Community      | Category     | Facility/Service                        | Description                                                                                                                | Address/Location                                                      |
|----------------|--------------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| Shinfield      | Green spaces | Deardon Orchard and Field               | Orchard and open field (public green space).                                                                               | Deardon Field / Orchard area, Shinfield                               |
| Shinfield Rise | Green spaces | Langley Mead Orchards                   | Community orchards and green space.                                                                                        | Langley Mead, Shinfield Rise                                          |
| Shinfield Rise | Green spaces | Langley Mead (nature park / SANG)       | Nature park / SANG with footpaths, benches and car park; managed grassland/meadows along River Loddon.                     | Hyde End Road (car park), Shinfield                                   |
| Ryeish Green   | Green spaces | Five Acre Field (nature park / SANG)    | Open recreational natural grass field / wildflower meadow with benches; links to Clares Green Field.                       | Ryeish Lane / Shipridge Drive access, Shinfield                       |
| Spencers Wood  | Green spaces | Clares Green Field (nature park / SANG) | Meadow / nature park with circular walk; links to Five Acre Field and May's Farm Meadows.                                  | Ryeish Lane (near junction with Clares Green Road), Shinfield         |
| Ryeish Green   | Green spaces | May's Farm Meadows (nature park / SANG) | Wildflower meadows with lake/paths and car park; links to Clares Green Field, Five Acre Field, Langley Mead and The Ridge. | Hyde End Lane (car park near junction with Church Lane), Ryeish Green |
| Shinfield      | Green spaces | The Ridge (nature park / SANG)          | Semi-natural greenspace / SANG on prominent ridge with footpaths and views; car park accessible from Hyde End Lane.        | Off Hyde End Lane (west of Shinfield)                                 |

| Community        | Category | Facility/Service                                         | Description                                                                                                | Address/Location                                        |
|------------------|----------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| Shinfield        | Health   | Shinfield Medical Practice (GP)                          | GP surgery.                                                                                                | Shinfield House, School Green, Shinfield, Reading       |
| Shinfield        | Health   | Shinfield Pharmacy                                       | Community pharmacy.                                                                                        | Shinfield Primary Care Centre, School Green, Shinfield  |
| Shinfield        | Health   | Shinfield Dental Centre                                  | Dental practice.                                                                                           | School Green, Shinfield, Reading                        |
| Spencers Wood    | Health   | Day Lewis Pharmacy (Spencers Wood)                       | Community pharmacy.                                                                                        | Welford House, Basingstoke Road, Spencers Wood, Reading |
| Shinfield        | Health   | Shinfield branch surgery (Swallowfield Medical Practice) | Branch clinic at Millworth Lane (listed by NHS as Shinfield Surgery).                                      | Millworth Lane, Shinfield, Reading                      |
| Shinfield Parish | Health   | Royal Berkshire Hospital                                 | Acute general hospital providing emergency and specialist healthcare services used by Shinfield residents. | London Road, Reading                                    |
| Shinfield Parish | Health   | Local Pharmacies (Shinfield area)                        | Community pharmacy services providing prescriptions, health advice, and minor ailment support.             | Various locations serving Shinfield Parish              |
| Shinfield Parish | Health   | GP Surgery (Shinfield Parish)                            | Primary healthcare facility providing general medical services to residents of Shinfield Parish.           | Within Shinfield Parish                                 |
| Shinfield Parish | Health   | Shinfield Health Centre                                  | Primary care health facility (clinic) providing community health services and accommodation for            | School Green, Shinfield, Reading, Berkshire             |

| Community        | Category    | Facility/Service                        | Description                                                                                            | Address/Location                             |
|------------------|-------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------|
|                  |             |                                         | healthcare providers.                                                                                  |                                              |
| Shinfield Parish | Health      | Veterinary Practices (Shinfield Parish) | Veterinary healthcare facilities providing animal health and welfare services within Shinfield Parish. | Within Shinfield Parish                      |
| Shinfield        | Libraries   | Shinfield Self-service Micro Library    | Self-service micro library at School Green Centre.                                                     | School Green Centre, School Green, Shinfield |
| Spencers Wood    | Libraries   | Spencers Wood Library                   | Public library.                                                                                        | Basingstoke Road, Spencers Wood, Reading     |
| Shinfield        | Playgrounds | Kendall Avenue Playground               | Playground maintained by SPC (land owned by WBC).                                                      | Kendall Avenue, Shinfield                    |
| Shinfield Rise   | Playgrounds | Croft Gardens play area                 | Local equipped play area provided as part of Croft Gardens housing development (developer-provided).   | Croft Gardens development, Shinfield         |
| Three Mile Cross | Playgrounds | Orchard Rise play area                  | Local equipped play area provided as part of Orchard Rise housing development (developer-provided).    | Orchard Rise development, Three Mile Cross   |
| Shinfield        | Playgrounds | Littlebrook play area                   | Local equipped play area provided as part of Littlebrook housing development (developer-provided).     | Littlebrook development, Shinfield           |
| Shinfield        | Playgrounds | Shinfield Meadows play area             | Local equipped play area provided as part of                                                           | Shinfield Meadows development, Shinfield     |

| Community        | Category           | Facility/Service                         | Description                                                                                                                      | Address/Location                                                       |
|------------------|--------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
|                  |                    |                                          | Shinfield Meadows housing development (developer-provided).                                                                      |                                                                        |
| Shinfield        | Playgrounds        | Long Acre play area                      | Local equipped play area provided as part of Long Acre housing development (developer-provided).                                 | Long Acre development, Shinfield                                       |
| Shinfield        | Playgrounds        | Millworth Lane Playground                | Children's play area.                                                                                                            | School Green, Shinfield                                                |
| Shinfield        | Playgrounds        | Aldergrove Playground                    | Developer provided playground.                                                                                                   | Adjacent to Alder Grove School.                                        |
| Spencers Wood    | Recreation & sport | Spencers Wood Recreation Ground          | Recreation ground with grass area used by Spencers Wood FC plus childrens play area, skate park, MUGA and outdoor gym equipment. | Clares Green Road, Spencers Wood                                       |
| Three Mile Cross | Recreation & sport | Three Mile Cross Bowling Club            | Lawn bowls club.                                                                                                                 | Ford's Forge, Basingstoke Road, Three Mile Cross                       |
| Ryeish Green     | Recreation & sport | Ryeish Green Sports Hub                  | Gym and pitches; also referenced locally for bottle banks.                                                                       | Hyde End Lane area, Ryeish Green                                       |
| Shinfield        | Recreation & sport | Manor Ground Pavilion and Sports Pitches | Sports pavilion and pitches used by Shinfield Cricket Club and Shinfield Rangers FC.                                             | Garrett Drive, Shinfield                                               |
| Shinfield        | Recreation & sport | High Copse Pavilion and Sports Ground    | Sports pavilion and pitches. Football pitches live; cricket pitch coming.                                                        | End of High Copse off Bolton Drive (off Hyde End Lane area), Shinfield |



| Community        | Category           | Facility/Service                                           | Description                                                                                                           | Address/Location                                       |
|------------------|--------------------|------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| Shinfield        | Recreation & sport | Millworth Recreation Ground                                | Sports pitches used by Shinfield Rangers; includes playground and half basketball court; hosts Shinfield Tennis Club. | Millworth Lane, Shinfield                              |
| Shinfield        | Recreation & sport | Shinfield Tennis Club                                      | Tennis club situated at Millworth Recreation Ground.                                                                  | Millworth Recreation Ground, Millworth Lane, Shinfield |
| Shinfield        | retail & services  | Shinfield Garden Centre                                    | Garden centre and retail nursery.                                                                                     | Hyde End Road, Shinfield                               |
| Three Mile Cross | Retail & services  | Three Mile Cross Post Office                               | Post Office branch.                                                                                                   | Basingstoke Road, Three Mile Cross                     |
| Shinfield Parish | Retail & services  | Shinfield Post Office                                      | Post Office branch providing postal, parcel and related counter services.                                             | 7 School Green, Shinfield, Reading                     |
| Three Mile Cross | Retail & services  | Budgens / BP Three Mile Cross (convenience store + petrol) | Convenience store and petrol station.                                                                                 | Basingstoke Road, Three Mile Cross, Reading            |
| Ryeish Green     | Retail & services  | Laurels Plant Centre                                       | Garden/plant centre.                                                                                                  | Ryeish Green (Hyde End Lane)                           |
| Shinfield        | Retail & services  | Lidl (Shinfield)                                           | Discount supermarket (food & convenience retail).                                                                     | Beke Avenue, Shinfield                                 |
| Shinfield Parish | Retail & services  | Co-op Food (Shinfield - School Green)                      | Convenience food store providing groceries and everyday household goods.                                              | 39 School Green, Shinfield, Reading                    |
| Shinfield Parish | Retail & services  | ASDA Shinfield Express Petrol                              | Convenience retail and petrol station offering groceries and associated forecourt retail services.                    | Arborfield Road, Shinfield, Reading                    |

| Community        | Category          | Facility/Service                            | Description                                                                                                         | Address/Location                                  |
|------------------|-------------------|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| Shinfield Parish | Retail & services | SPAR (Euro Garages Shinfield)               | Convenience retail store at Euro Garages providing groceries and everyday essentials.                               | Euro Garages, Arborfield Road, Shinfield, Reading |
| Shinfield Parish | Retail & services | Hairdressers and Barbers (Shinfield Parish) | Hairdressing and barber services operating from fixed premises within Shinfield Parish.                             | Various locations within Shinfield Parish         |
| Shinfield Parish | Retail & services | Beauty and Nail Salons (Shinfield Parish)   | Beauty, nail, and personal care services provided from premises within Shinfield Parish.                            | Various locations within Shinfield Parish         |
| Shinfield Parish | Retail & services | Vehicle Servicing and MOT Facilities        | Garages and vehicle servicing facilities providing MOT testing and vehicle repair services within Shinfield Parish. | Within Shinfield Parish                           |
| Shinfield        | Retail & services | Budgens Shinfield                           | Convenience supermarket.                                                                                            | Shinfield Road, Shinfield                         |
| Shinfield Parish | Transport         | MereOak Park and Ride                       | Park and Ride facility providing car parking and bus services to Reading town centre.                               | A33 Basingstoke Road, MereOak                     |
| Shinfield Parish | Transport         | Local Bus Services (Shinfield)              | Scheduled bus services connecting Shinfield Parish with Reading town centre and surrounding settlements.            | Various routes serving Shinfield Parish           |
| Shinfield Parish | Transport         | Reading Railway Station                     | Primary rail station used                                                                                           | Station Road, Reading                             |

| Community        | Category          | Facility/Service                         | Description                                                                                                            | Address/Location                          |
|------------------|-------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
|                  |                   |                                          | by Shinfield residents for regional and national rail services.                                                        |                                           |
| Shinfield Parish | Transport         | Bus Stops (Shinfield Parish)             | Fixed bus stop infrastructure located within Shinfield Parish providing access to local and regional bus services.     | Various locations within Shinfield Parish |
| Shinfield Parish | Transport         | Public Rights of Way Network             | Network of public footpaths, bridleways, and shared-use routes within Shinfield Parish supporting walking and cycling. | Throughout Shinfield Parish               |
| Shinfield Parish | Waste & recycling | Household Waste and Recycling Collection | Regular kerbside waste and recycling collection service for Shinfield Parish residents.                                | Shinfield Parish                          |

## Appendix B: Parish Council S106 Requests

The requests from the Parish Council focus on mitigating increased demand for sports and recreational facilities, enabling safe and sustainable access to education, and addressing traffic and highway impacts on the surrounding road network. The scope, location and timing of the measures are proportionate to the development and targeted to the areas and communities most directly affected.

| Infrastructure Item                           | S106 Requirement                                                                   | Necessity to Make Development Acceptable                                                                                      |
|-----------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Junior football pitches                       | Delivery of two junior grass football pitches at High Copse Pavilion (ref. 223287) | Required to mitigate increased demand for football pitches arising from population growth associated with the LGV development |
| Non-football / non-cricket sports provision   | Delivery of alternative sports facilities                                          | Required to alleviate pressure on existing indoor and outdoor sports facilities arising from LGV                              |
| Mountain bike trail                           | Provision of a mountain bike trail (subject to agreement)                          | Provides accessible recreational infrastructure where income-generating facilities are not viable                             |
| Arborfield Road Cycle Scheme                  | See Active Travel and Connectivity Report                                          | See Active Travel and Connectivity Report                                                                                     |
| Arborfield Road Toucan Crossing               | See Active Travel and Connectivity Report                                          | See Active Travel and Connectivity Report                                                                                     |
| Shinfield Eastern Relief Road Toucan Crossing | See Active Travel and Connectivity Report                                          | See Active Travel and Connectivity Report                                                                                     |
| 20mph Zone                                    | See Active Travel and                                                              | See Active Travel and Connectivity Report                                                                                     |

| Infrastructure Item | S106 Requirement    | Necessity to Make Development Acceptable |
|---------------------|---------------------|------------------------------------------|
|                     | Connectivity Report |                                          |

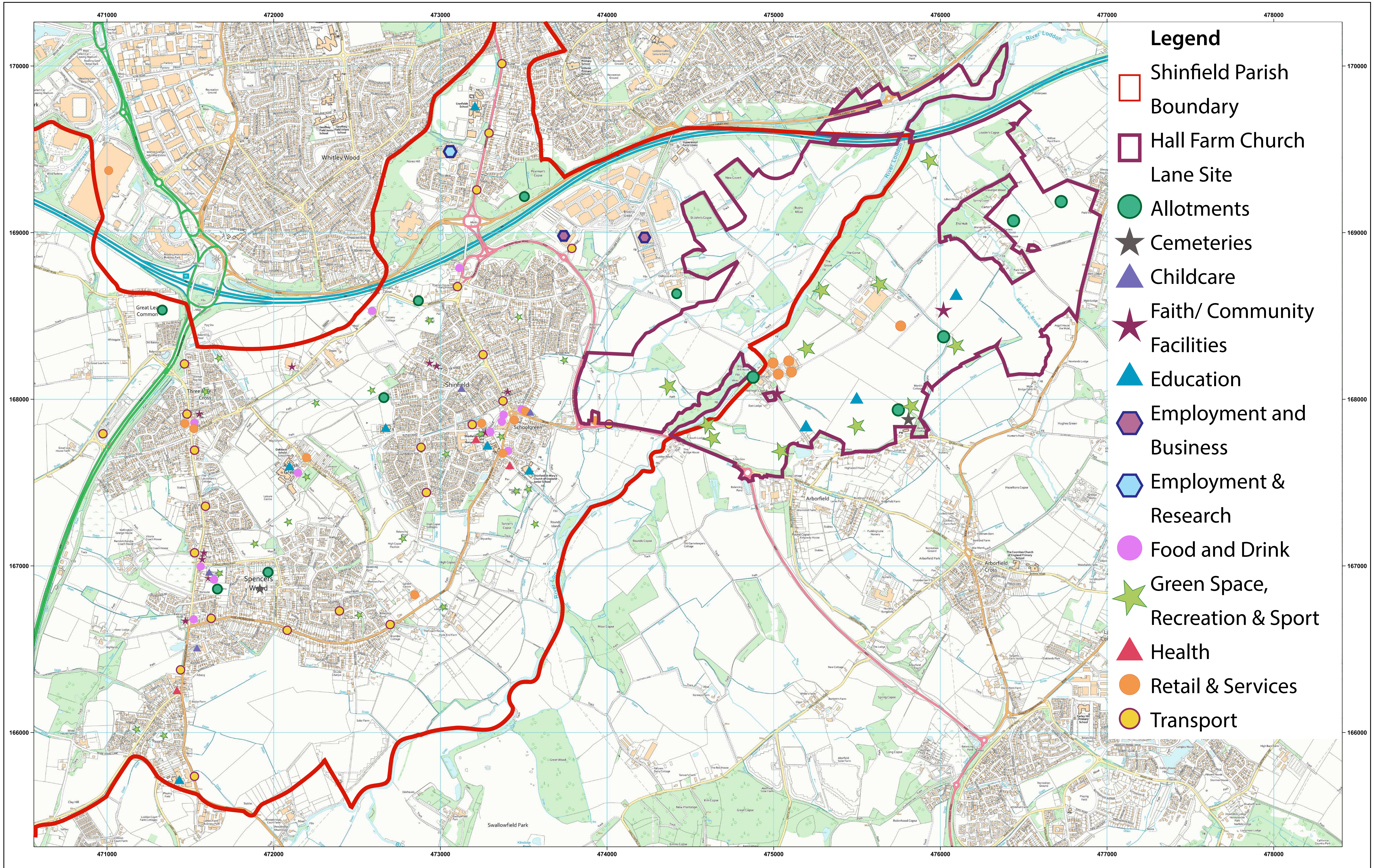


## **Appendix C: Facilities and Services Maps**

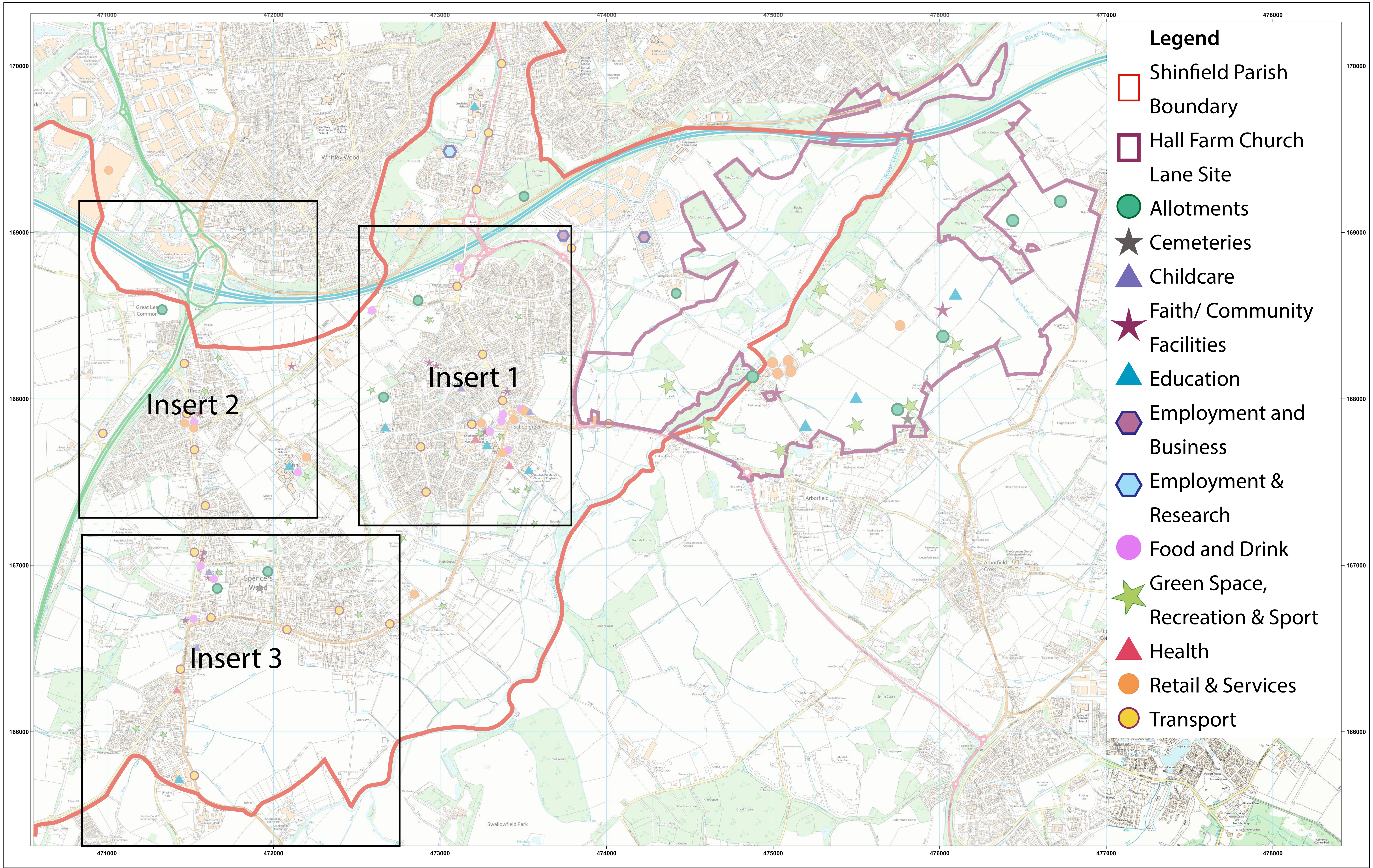
## Disclaimer

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- Legend
- Shinfield Parish Boundary
  - Hall Farm Church Lane Site
  - Allotments
  - Cemeteries
  - Childcare
  - Faith/ Community Facilities
  - Education
  - Employment and Business
  - Employment & Research
  - Food and Drink
  - Green Space, Recreation & Sport
  - Health
  - Retail & Services
  - Transport



