

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').

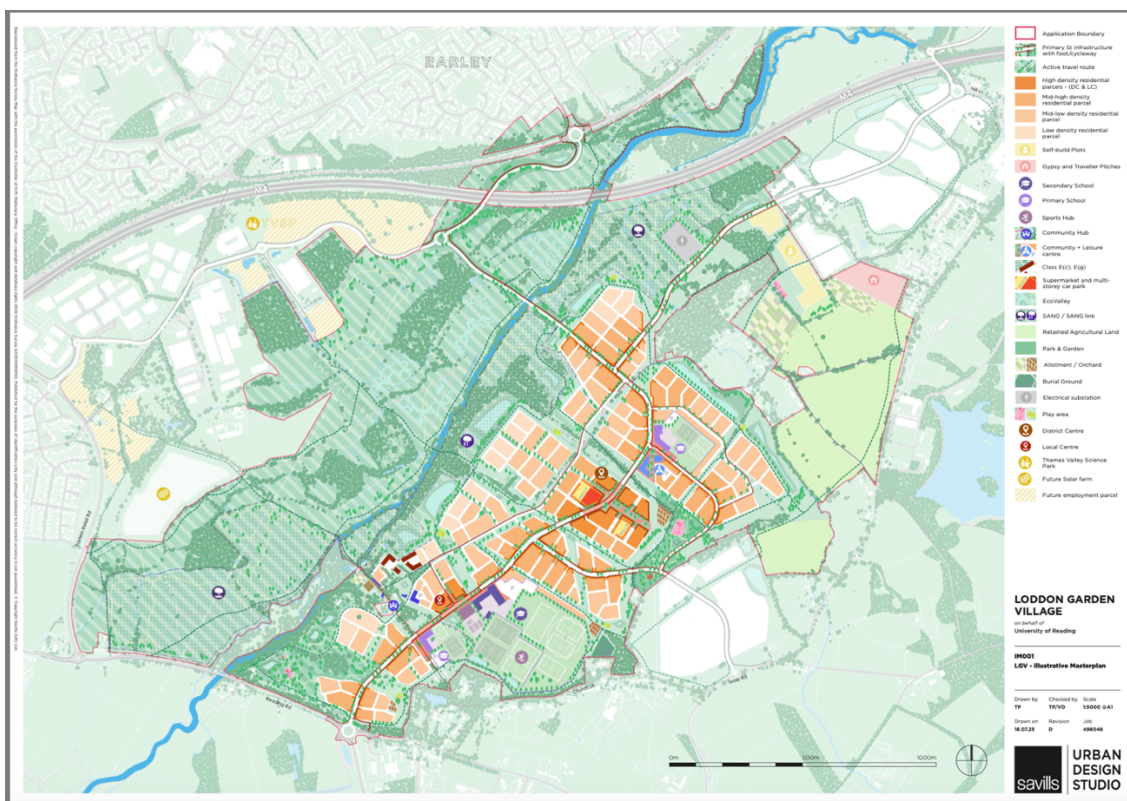


Fig 1: Loddon Garden Village Illustrative Masterplan – submitted to Wokingham Borough Council (image submitted to planning file for application reference number: 252498 ¹).

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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.

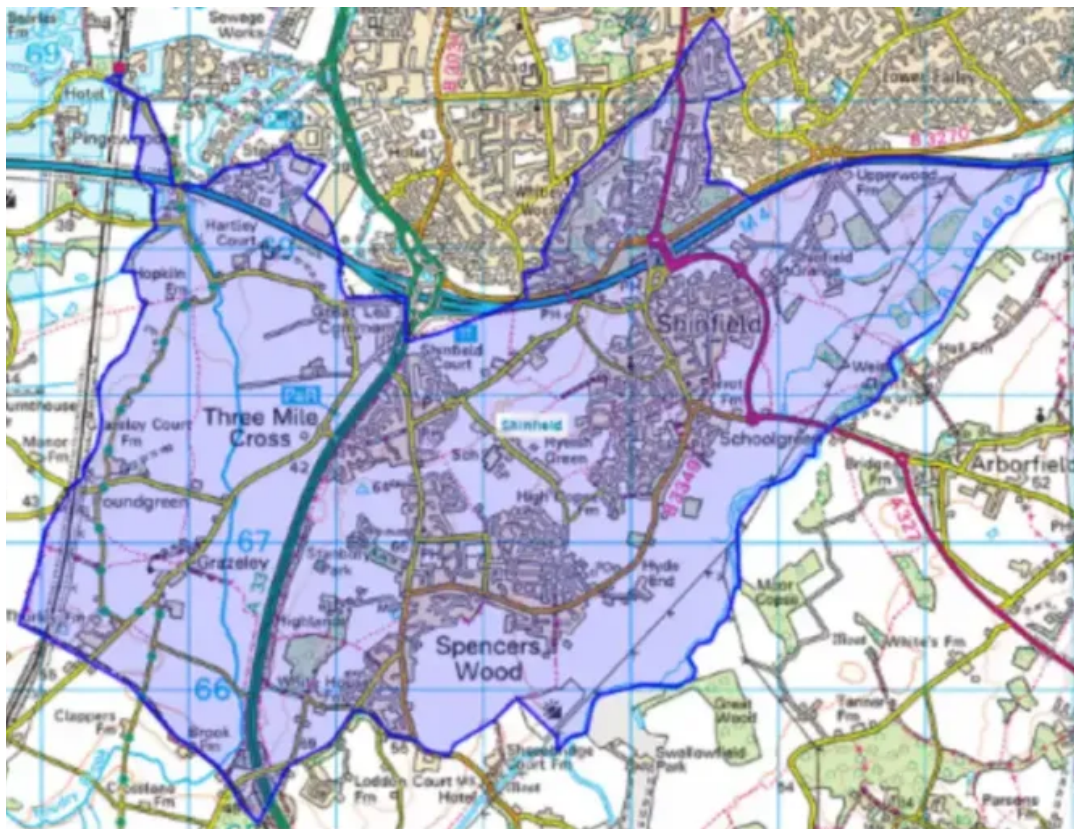


Fig 2: Map showing the Parish Boundary and area of Shinfield (taken from: <https://shinfieldparish.gov.uk>)

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.

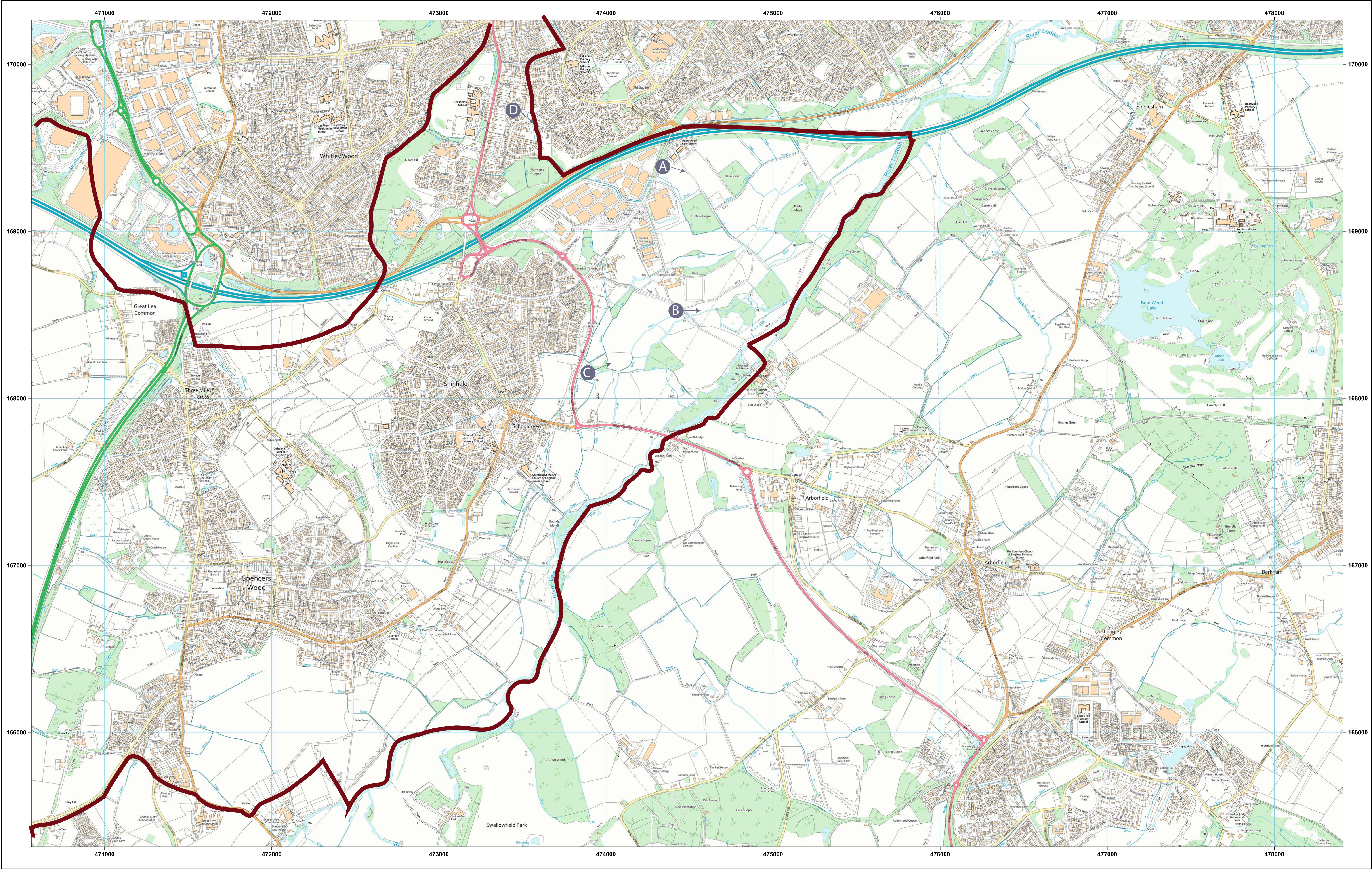
- **Pressure on Services/Facilities within the Parish** - the accompanying Facilities and Services Report identifies existing pressures and gaps in Shinfield's service and facility base. Given the scale and proximity of LGV, Shinfield is likely to form part of the development's functional catchment, 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

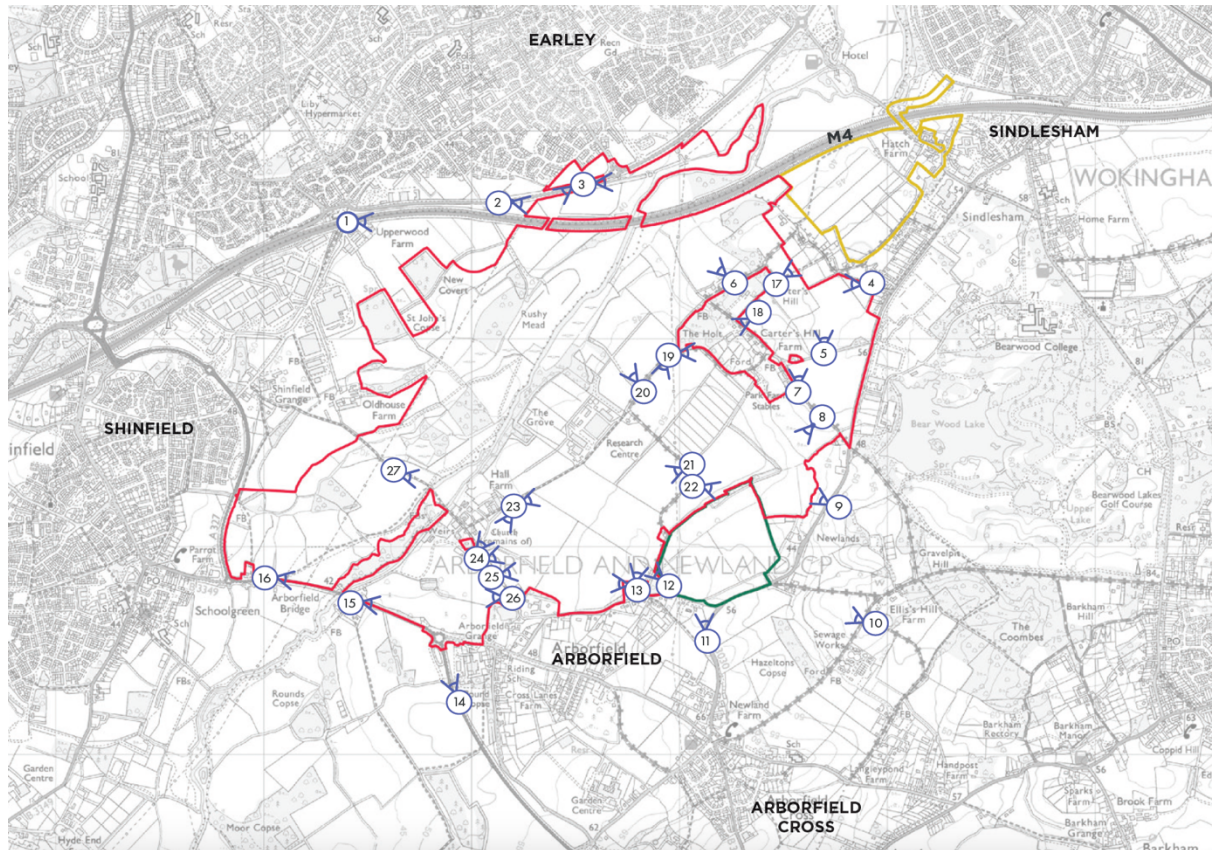
Neighbourhood Plan

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.

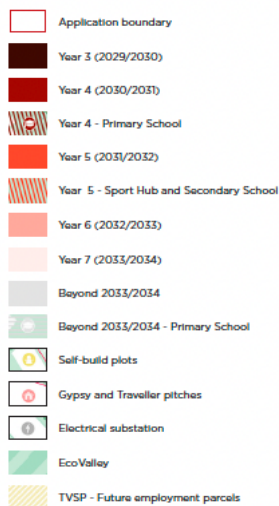
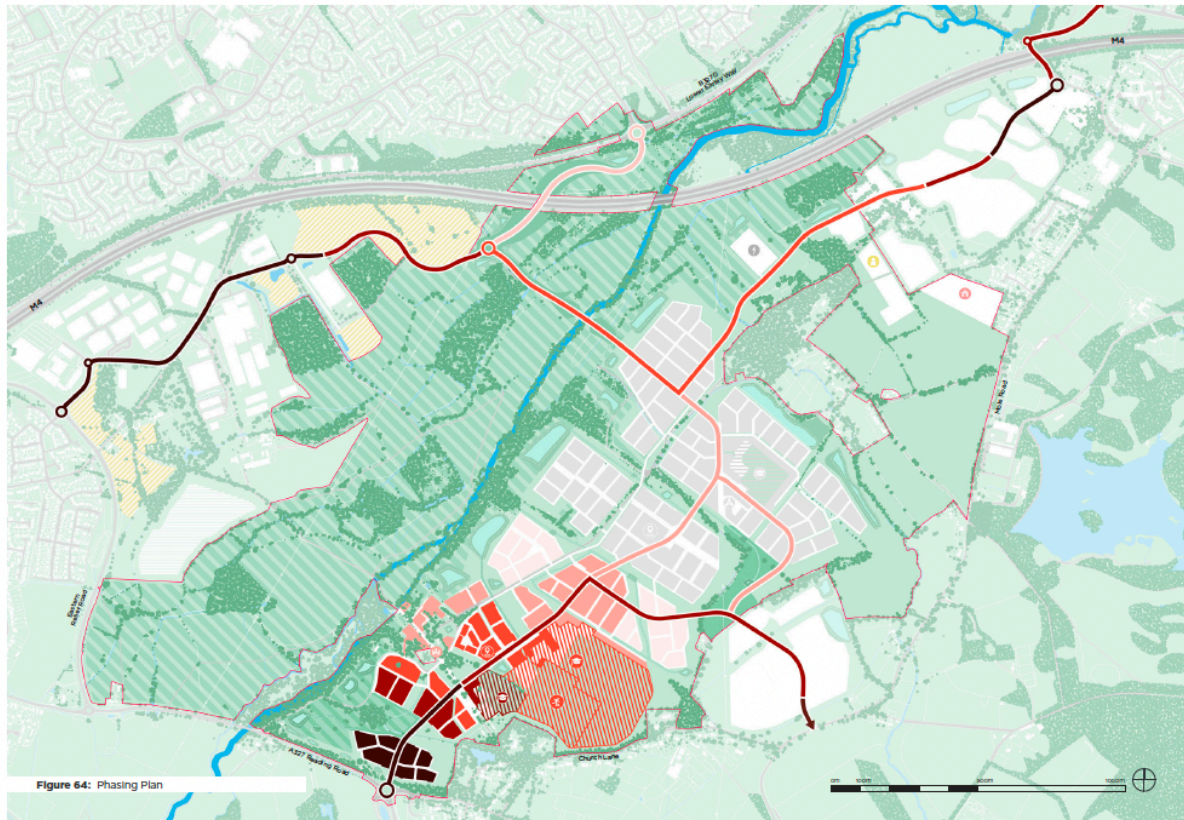
26. Having submitted the application before consultation on the design code has happened means that there has been no meaningful public engagement before the parameters have been set and consultees and local communities are unable to understand the long-term implications of the proposal or comment effectively 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
TOT	2,800

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.

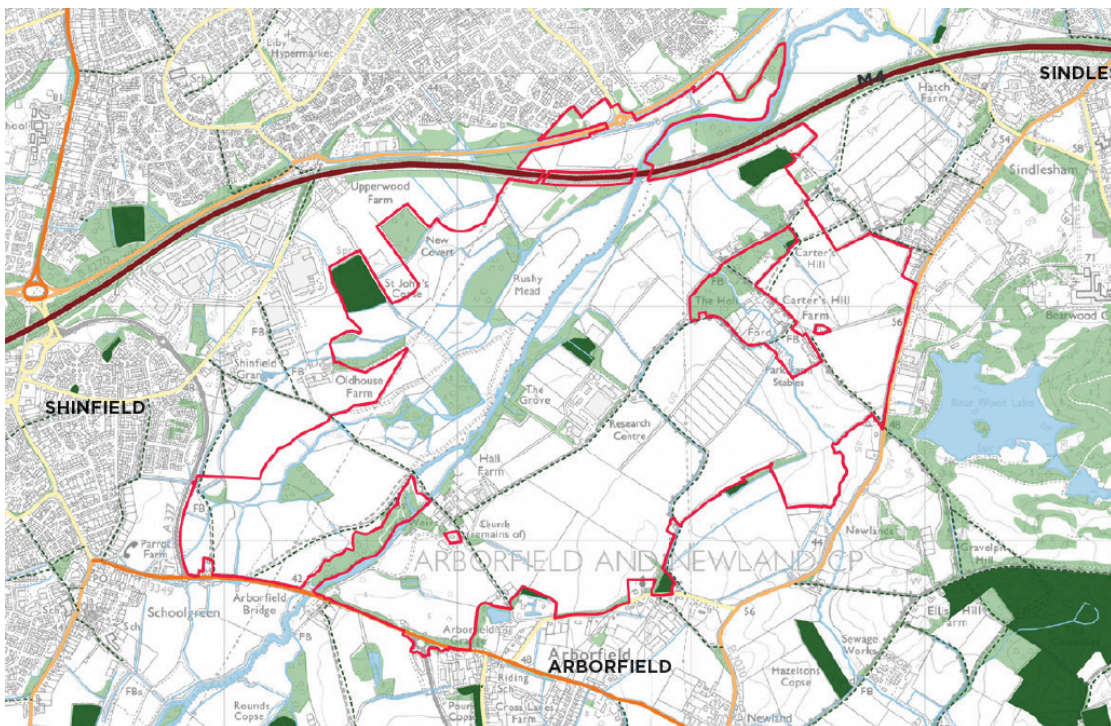
Noise Impact

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 Mere oak 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.

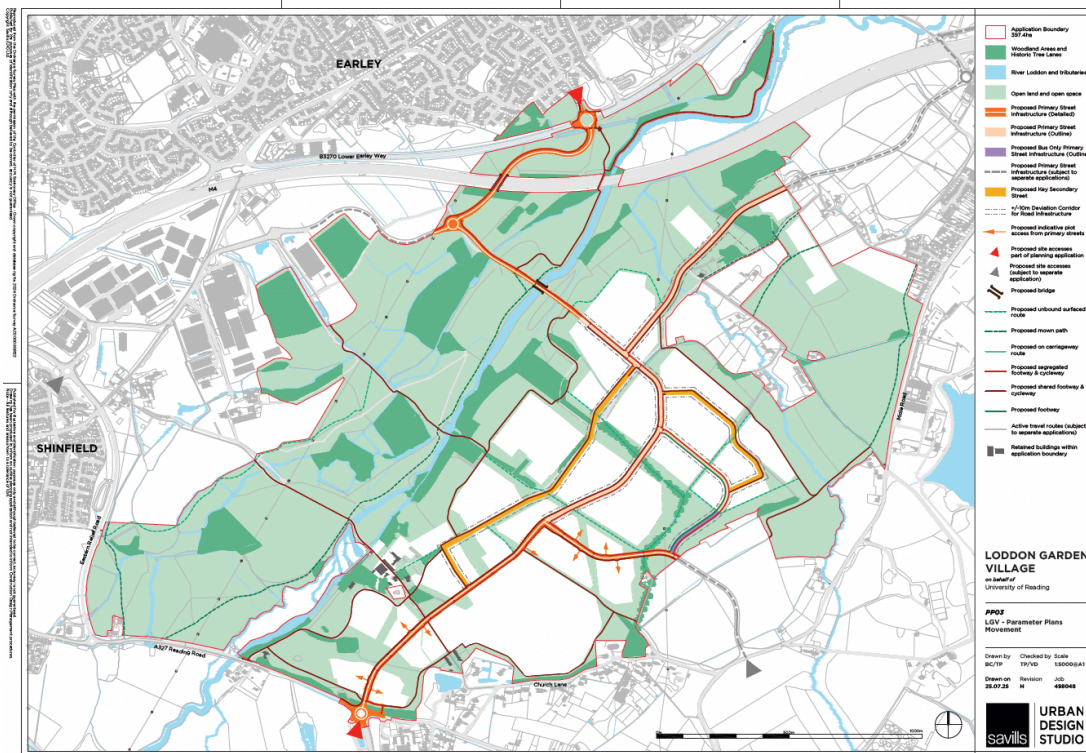
EcoValley and Flood Risk

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.



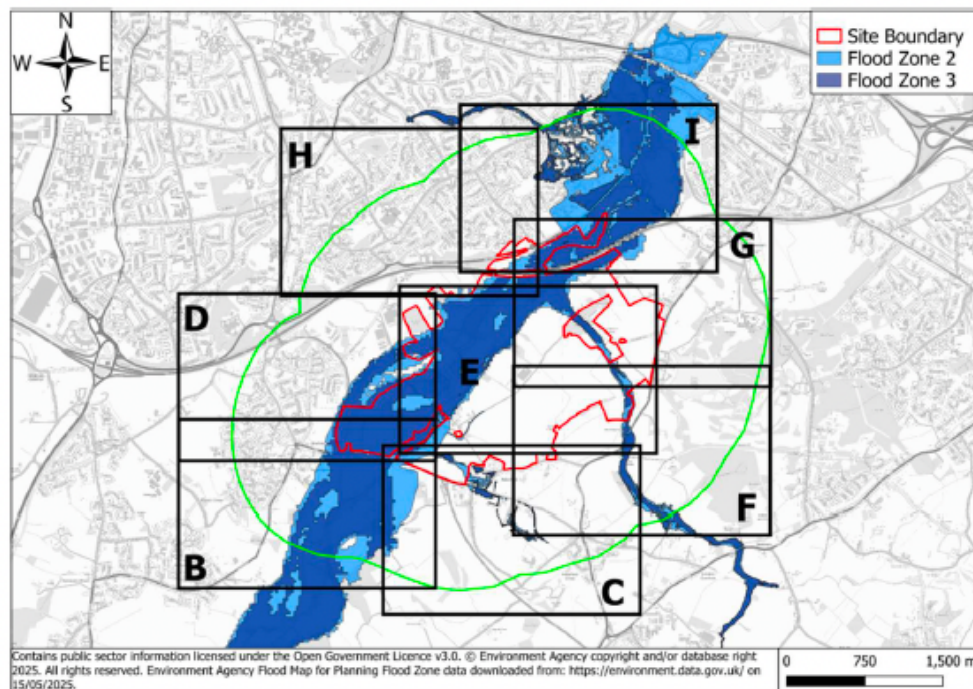
63. These include proposed unbound surfaced routes, proposed mown paths, proposed segregated footway and cycleway, proposed shared footway and cycleway and proposed footways.

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, together with a minimum 0.5m buffer to the carriageway . 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