ABLEY LETCHFORD PARTNERSHIP
Consulting Engineers

TECHNICAL NOTE

Project Title:	**Shinfield West, Reading**
Project No/ Document Reference:	**A127-R018/D**
Date:	**06 December 2023**

RESERVED MATTERS APPLICATION
LAND EAST OF THE FOODSTORE - TRANSPORT STATEMENT

1.0 Introduction

1.1. This Technical Note has been prepared by Abley Letchford Partnership Ltd on behalf of Bloor Homes, Linden Homes and Bovis Homes (now Vistry Homes) in relation to the development of the Local Centre land located within the Shinfield West development.

1.2. Outline planning permission for the Shinfield West development was granted by the Secretary of State on 8th November 2012. The full proposals for the site include the provision of up to 1,350 dwellings, a local centre containing a food store, other retail and office uses, a community building and a primary school.

1.3. A subsequent Reserved matters Application in respect of the Primary Infrastructure Phase, which included details of the proposed access road through the local centre, was approved in April 2016 (WBC Ref: 160183). Further Reserved Matters Applications have since been approved for the Phase 1 and Phase 2 residential areas within the development and most recently an application for 25 dwellings at the Local Centre was approved in October 2021 (WBC Ref: 211530).

1.4. The proposed site comprises the promotion of 7 dwellings at Beke Avenue and lies immediately to the west of the 4-arm access roundabout off the A327 Hollow Lane within Shinfield and a proposed site layout is provided at **Annex A**.

1.5. The purpose of this Transport Statement is to provide the context for the transport and highway components of the development, thereby aiding consideration of the proposals.

1.6. A number of transport and highways matters have already been addressed through the determination of the outline and reserved matters planning consents that have already been achieved at the development. This Transport Statement therefore deals with 'reserved' transport and highways matters such as the internal road layout, servicing arrangements as well as parking provision.

1.7. Of note is that Wokingham Borough Council provided highway comments dated 9th November 2022 on the reserved matters planning application and the revised layout incorporates changes which address these comments.

2.0 Travel by Foot, Cycle and Bus

2.1. Beke Avenue to the south of the site includes a continuous 3m footway / cycleway along its northern side linking from the Hollow Lane roundabout at the east and the earlier residential phases to the west. In addition, a 2m footway is also provided along the southern edge of the highway.

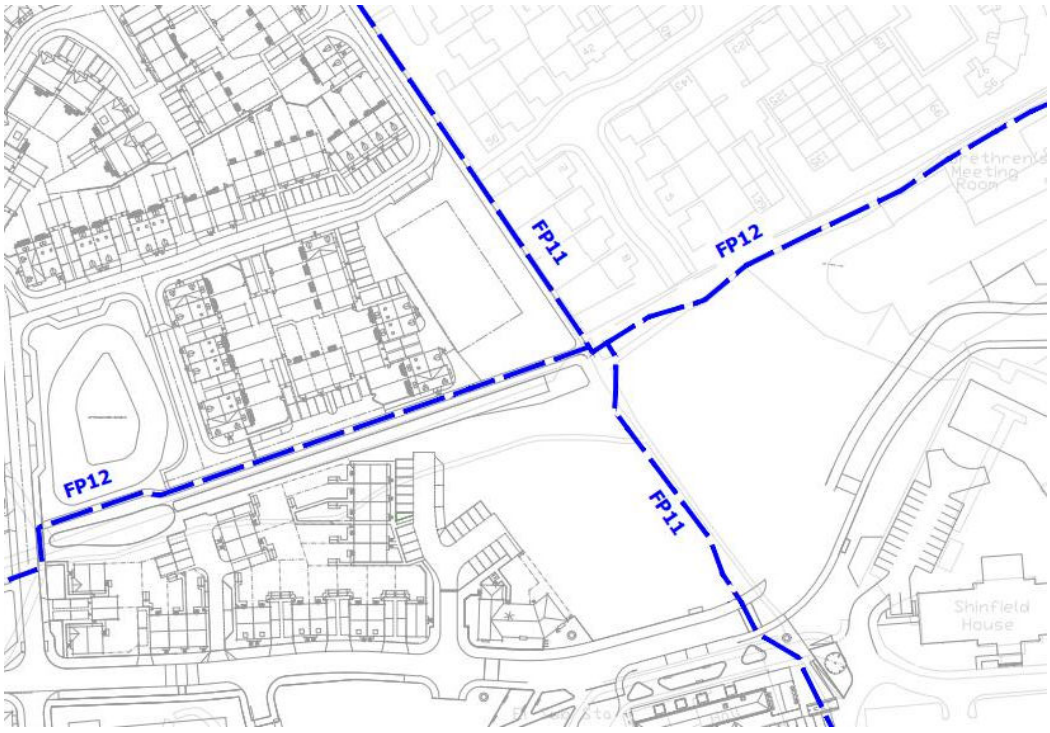
2.2. The site includes a private courtyard with a width of generally 6m suitable for both pedestrians and cyclists. A 1m footpath at the south western perimeter of the site provides a link separate from traffic to Footpath 12 at the north of the site and additional 1m footways are also provided at the rear of parking spaces for residents to use.

2.3. A pair of existing bus stops are located approximately 100m walk distance east of the site on Hollow Lane offering direct connections to Reading and other destinations. Furthermore, a pair of bus stops are proposed within the Local Centre area in the in the vicinity of the main food store.

3.0 Public Rights of Way

3.1. There are two public rights of way located in the immediate vicinity of the site. As depicted in Image 1 below, Footpath 11 routes from north to south at the west of the site while Footpath 12 routes along the northern perimeter of the proposals.

Image 1 : Public Rights of Ways



3.2. Footpath 11 runs north to south between the future main food store and its associated car park (both located to the west of the proposed site). The alignments of Footpath 11 and Footpath 12 depicted at Image 1 incorporate minor realignments which have recently been approved by Wokingham Borough Council.

3.3. Of note is that the surface and alignment of Footpath 12 which runs along the northern perimeter of the proposed site up to the A327 Hollow Lane is to be improved and formalised to provide a 2m wide porous tarmac footpath as part of the proposals. However, this would not involve a formal diversion order given that the proposals do not alter the alignment of the route.

4.0 Travel by Car

4.1. Vehicles would reach the site from the proposed priority junction access onto the Local Centre spine road now called Beke Avenue. The alignment of Beke Avenue has already been approved as part of the primary Infrastructure reserved Matters Application for the wider West Shinfield development.

4.2. Visibility splays of 2.4m x 43m for the access emerging onto the main spine street are depicted on the Access Arrangement Drawings which are submitted alongside the Reserved Matters Application. Of note is that there are no instances where proposed street trees lay within visibility spays.

5.0 Parking

5.1. Wokingham Borough Council's parking standards are presented within Appendix 2 of its Managing Development Delivery DPD which was adopted in February 2014. The standards no longer identify maximum numbers of parking spaces to be provided within residential developments. All dwellings within the development comply with Wokingham parking guidance and feature at least two assigned parking spaces.

5.2. The Parking Layout Plan, attached as **Annex B**, depicts the distribution of parking throughout the layout. The layout provides for a total of 14 allocated parking spaces which represent an average parking ratio of 2 spaces per dwelling across the development and a plot by plot summary is presented below for each housetype.

Table 3.1: Summary of Parking provision

Plot No	Beds	Allocated Spaces	Garage
722	4	2	0
723	4	2	0
724	4	2	0
725	4	2	0
726	3	2	0
727	3	2	0
728	3	2	0
7	**TOTALS**	**14**	**0**
		14	

5.3. As can be seen, all of the houses within the development have two allocated parking spaces.

5.4. A total of 3 unallocated spaces are included as part of the layout in accordance with Wokingham Borough Council parking standards which indicate that a total of 2.9 unallocated spaces are required.

6.0 Cycle Parking

6.1. Cycle parking is provided for each of the proposed dwellings in the form of a garden shed with minimum dimensions of 2m by 0.9m in accordance with Wokingham Borough Council Guidance. The location of cycle parking is depicted on the Parking Allocation plan at **Annex B**.

6.2. Furthermore, all gardens have a side or rear gated entrance meaning that bicycles will not need to be brought through the house.

7.0 Servicing

7.1. The drawing at **Annex C** identifies swept path analysis to demonstrates that a fire tender is able to manoeuvre within 45m of every property in a satisfactory manner. Similarly, a refuse vehicle is able to reverse into the proposed site access and cars are able to enter and depart the end aisle parking spaces satisfactorily.

8.0 Electric Vehicle Charging

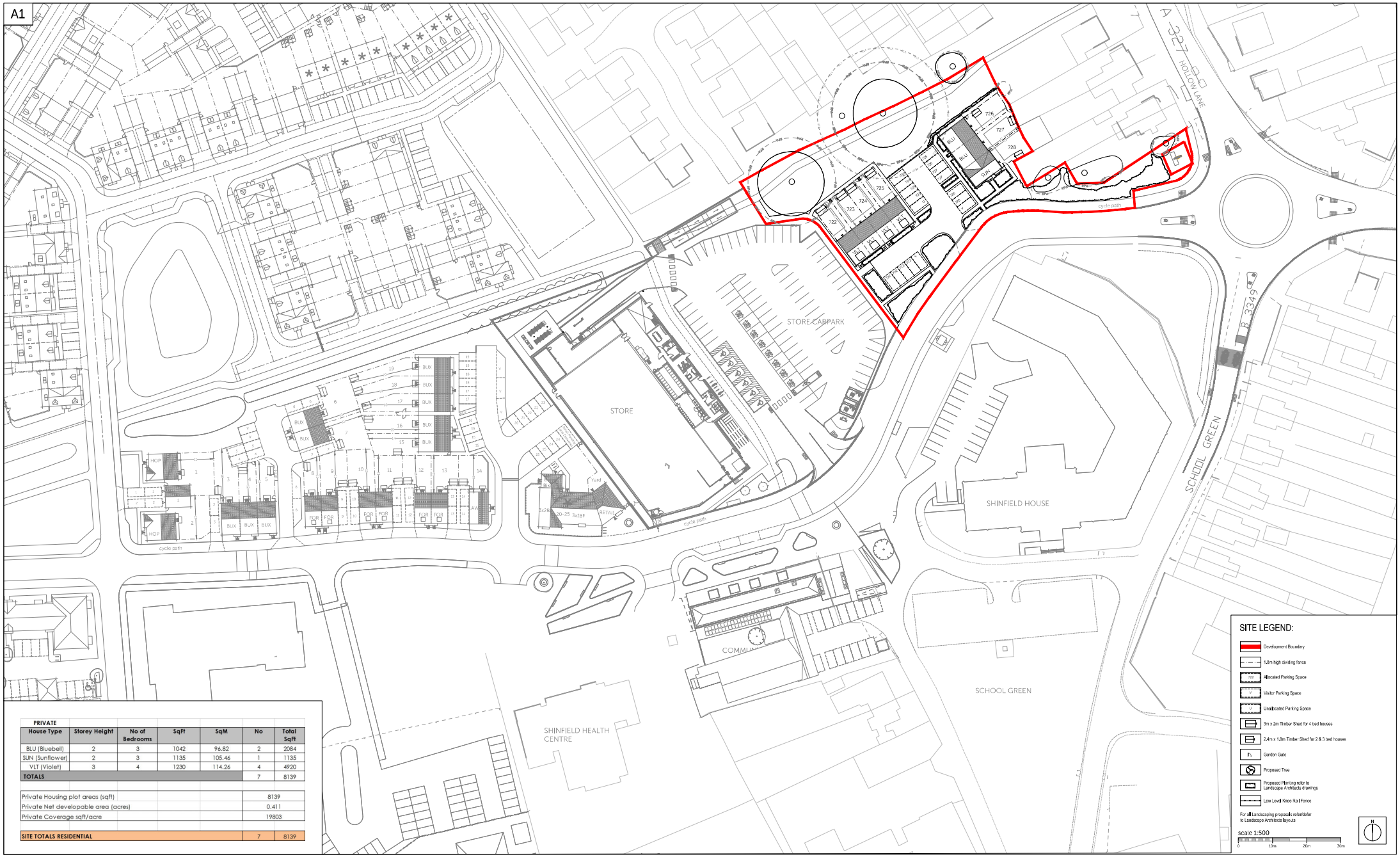
8.1. The proposed layout allows for one active charging point per unit in accordance with local standards. Further details of the strategy for providing electric charging points at the residential dwellings within the Local Centre are provided at **Annex D.**

9.0 Parking Management Strategy

9.1. The Parking Management Strategy for the proposed site is provided at **Annex E**.

Annex A - Site layout

A1



PRIVATE

House Type	Storey Height	No of Bedrooms	SqFt	SqM	No	Total SqFt
BLU (Bluebell)	2	3	1042	96.82	2	2084
SUN (Sunflower)	2	3	1135	105.46	1	1135
VLT (Violet)	3	4	1230	114.26	4	4920
TOTALS					7	8139

Private Housing plot areas (sqft)	8139
Private Net developable area (acres)	0.411
Private Coverage sqft/acre	19803
SITE TOTALS RESIDENTIAL	7 8139

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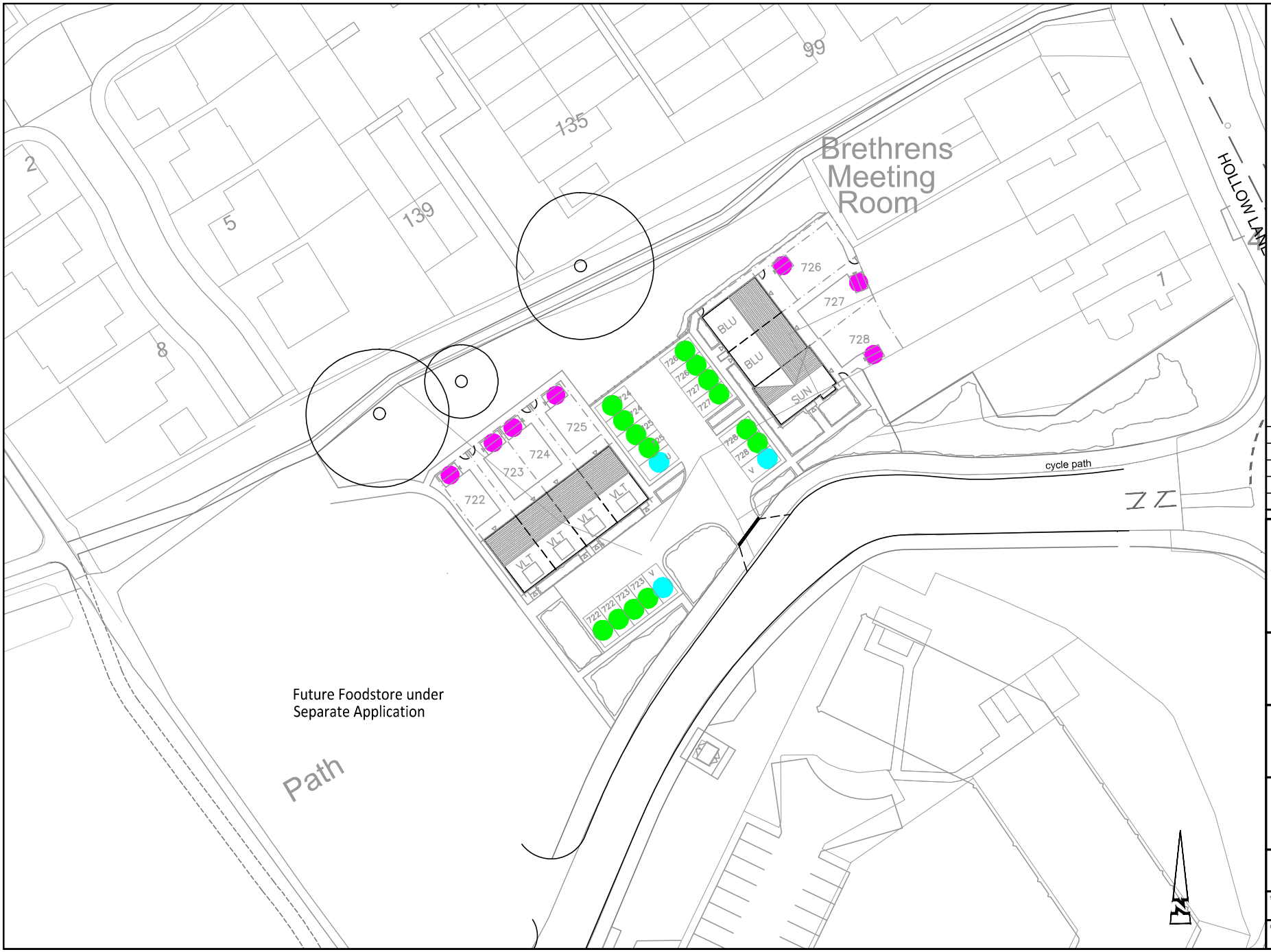
Rev	Description	Date	Au	Ch
A	Planning Issue	21.10.22	GUR	CW
B	Shed and gate added to Plot 725.	08.02.23	KS	CW
C	Parking to plot 724 now tandem, with unallocated space moved from next to plot 732 parking space to adjacent plot 724 parking; trees added. Parking space for plot 728 next to plot 727 parking and access path swapped to keep plot 728 parking spaces together.	31.07.23	MWP	CAW
D	House types changed to Linden 2025 collection and mix updated. Garage to Plot 725 removed and parking layout updated. Schedule updated.	29.08.23	GUR	CAW
E	Plots 722 & 724 handed. Plots 726-728 updated to terrace. Bay window added to Plot 728.	12.09.23	GUR	CAW
F	Gate removed from path at rear of plot 722. Schedule areas updated.	20.09.23	MWP	CAW
G	Path link added from parking to plots 722 & 733. Turning area in front of plot 725 and shed positions updated.	10.10.23	GUR	GSR
H	Parking bays to Plots 724 - 727 repositioned. Path links added by visitor parking bays.	16.10.23	GUR	CAW

Rev	Description	Date	Au	Ch
J	Street trees removed.	21.11.23	MWP	CAW

Project	**SHINFIELD LOCAL CENTRE, LAND EAST OF FOOD STORE, Shinfield West**
Drawing	**Site Layout**

Client	**Consortium Works**				
Job no.	**CONS220911**			Date	**28.09.22**
Dwg no.	**SL.01**			Rev.	**J**
Author	**GUR**	Checked	**CW**	Scale	**1:500 at A1**
Status	PLANNING			Office	**Romsey**
Client ref.					

Annex B - Parking Layout Plan



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GENERAL NOTES:
1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

KEY:

Allocated Parking Spaces

- Allocated Parking Space (14 no.)
- Cycle Parking (7 no.)

Unallocated Parking Spaces

- Unallocated/Visitor Parking Space Located on Private Road (3 no.)

Rev	Date	Description	Drawn	Checked
P5	12.23	Layout Updated	AG	PJ
P4	10.23	Layout Updated	AG	PJ
P3	02.23	Layout Updated	AG	PJ
P2	10.22	Cycle parking included	AG	PJ
P1	10.22	For issue	AG	PJ

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BLOOR HOMES LTD
BOVIS HOMES LTD
LINDEN LLP

Project
SHINFIELD WEST
LOCAL CENTRE, LAND EAST OF THE FOODSTORE

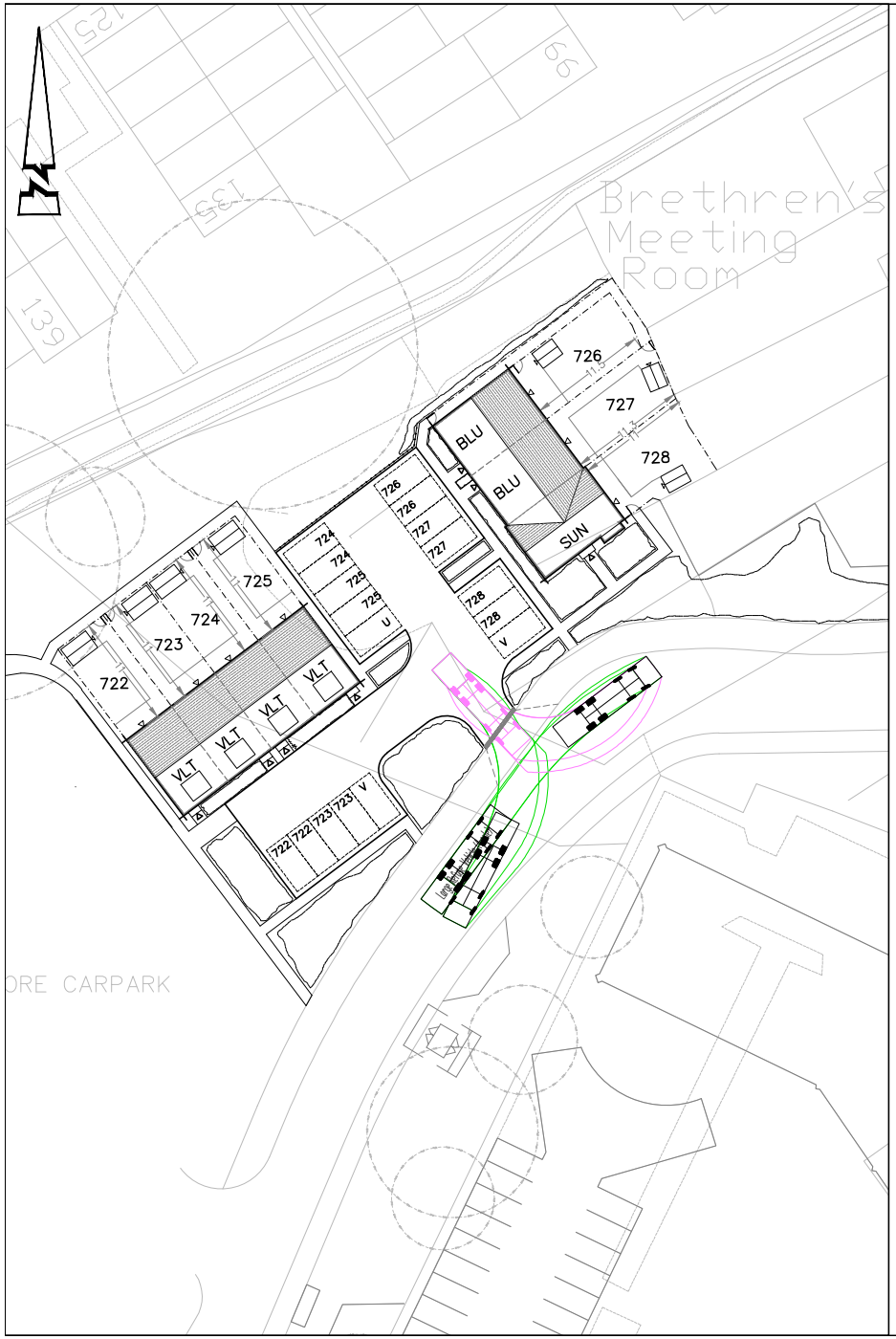
Title
PARKING ALLOCATION PLAN

Status
FOR INFORMATION

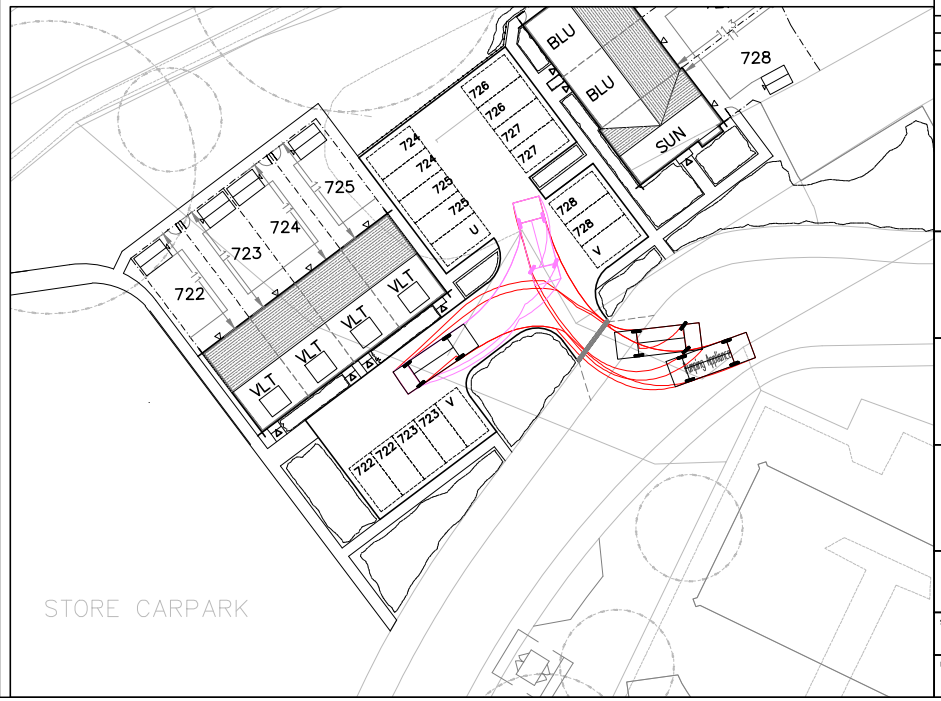
Scale	Date	Drawn	Checked
1:500 @ A3	OCT 22	AG	PJ

Drawing No	Revision
A127-LC-NEP-02	P5

Annex C – Swept Path Analysis







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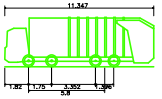
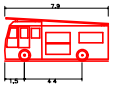


Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.251m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.148m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Rev	Date	Description	Drawn	Checked
P4	12.23	LAYOUT UPDATED	TDM	AG
P3	10.23	LAYOUT UPDATED	TDM	AG
P2	02.23	LAYOUT UPDATED	AG	PJ
P1	10.22	FIRST ISSUE	TDM	AG

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Client
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LINDEN LLP

Project
SHINFIELD
LOCAL CENTRE

Title
SWEPT PATH ANALYSIS

Status
FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @ A3	OCT 2022	TDM	AG

Drawing No
A127-LC-NEP-05

Revision
P4

Annex D – EVC Strategy

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Our Ref: A127-R021/D
Date: 6th December 2023

SHINFIELD WEST, LOCAL CENTRE
LAND EAST OF THE FOODSTORE
TECHNICAL NOTE: ELECTRIC VEHICLE CHARGING STRATEGY

1. Context

1.1 This Technical Note has been prepared by Abley Letchford Partnership Ltd on behalf of Bloor Homes, Linden Homes and Bovis Homes (now Vistry Homes) in relation to the development of the Local Centre land located within the Shinfield West development.

1.2 Outline planning permission for the Shinfield West development was granted by the Secretary of State on 8th November 2012. The full proposals for the site include the provision of up to 1,350 dwellings, a local centre containing a food store, other retail and office uses, a community building and a primary school.

1.3 A subsequent Reserved matters Application in respect of the Primary Infrastructure Phase, which included details of the proposed access road through the local centre, was approved in April 2016 (WBC Ref: 160183). Further Reserved Matters Applications have since been approved for the Phase 1 and Phase 2 residential areas within the development and most recently an application for 25 dwellings at the Local Centre was approved in October 2021 (WBC Ref: 211530).

1.4 The proposed site comprises the promotion of 7 dwellings at Beke Avenue and lies immediately to the west of the 4-arm access roundabout off the A327 Hollow Lane within Shinfield and a proposed site layout is provided at **Annex A**.

2. Wokingham Borough Council Electric Charging Point Standards

2.1 The Wokingham Borough Council Design Guide : Living Streets (2019) advocates the introduction of passive and active charging points within new residential developments on a phased basis between 2019 and 2030. Active points are those that are provided ready for use whereas passive points comprise a wired-in system that can be readily converted later.

2.2 The guidance also distinguishes between 'on-plot' and 'off-plot' parking spaces. The 'on-plot' provision applies where the space is within the residential curtilage and may also include a garage or car port. The 'off-plot' spaces are those located outside the dwelling's curtilage and can be an allocated or unallocated space within a parking court or near to (or adjacent to) a dwelling.

2.3 Table 2.1 identifies the level of charging points advocated by the Wokingham Borough Council guidance based on 2019, 2026 and 2030 timescales. The residential units could be occupied during 2023, although for robustness the required provision for a 2026 design year has been utilised.

Table 2.1: Electric Charging Guidance

Year	On-Plot Spaces		Off-Plot Spaces	
	Passive	Active	Passive	Active
2019	35%	5%	24%	5%
2026	50%	20%	40%	10%
2030	70%	30%	60%	20%

3. Electric Charging Provision

3.1 All seven dwellings on the site have parking spaces 'off-plot' in the form of assigned parking bays.

3.2 Accordingly, the required level of active and passive parking is as set out in Table 3.1 below.

Table 3.1: Electric Charging Requirement

	0 Dwellings with 'On-Plot Spaces'		7 Dwellings with 'Off-Plot Spaces'	
	Passive	Active	Passive	Active
Requirement	*50%*	*20%*	*40%*	*10%*
	-	-	3 No.	1 No.

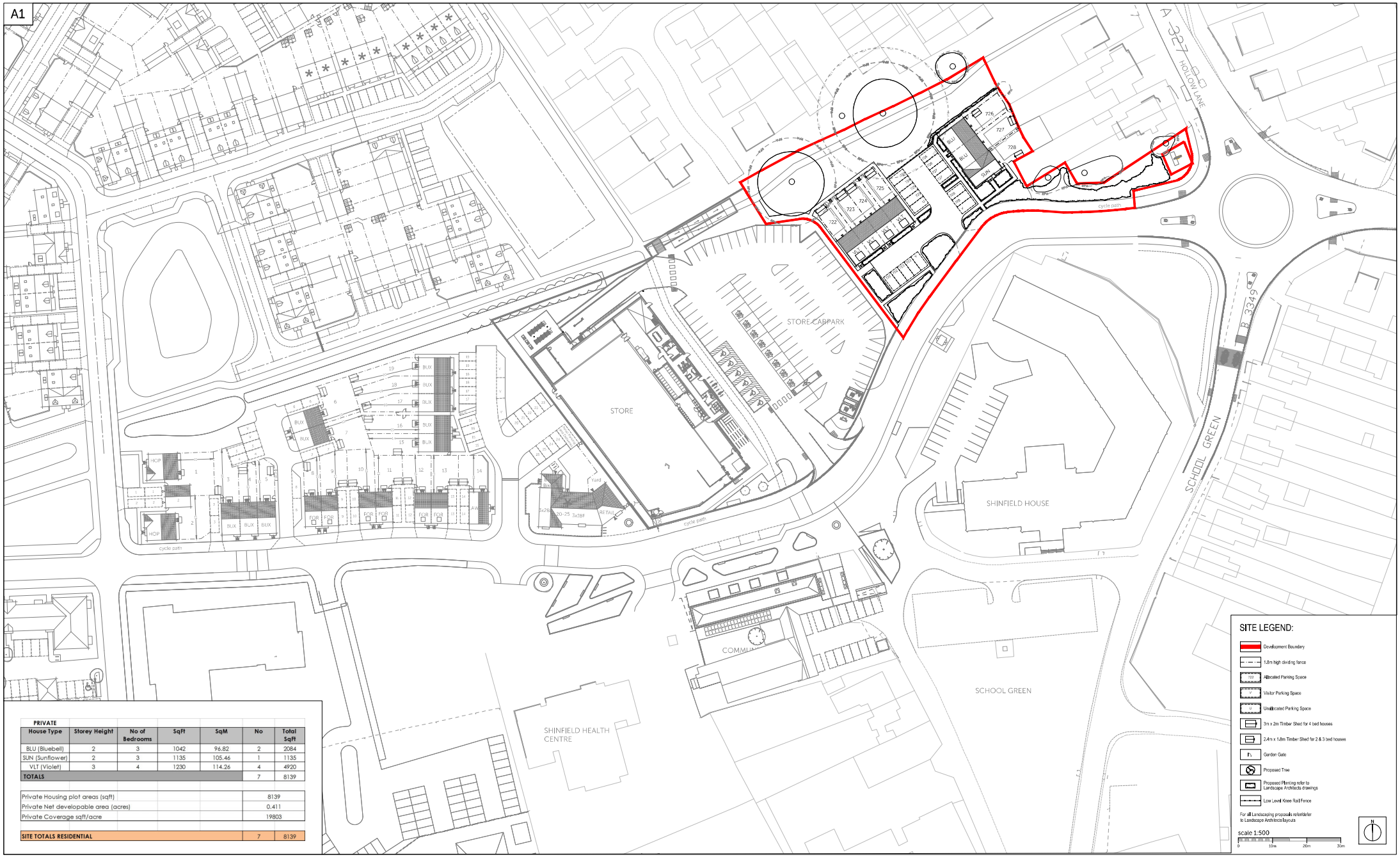
3.3 It is proposed to deliver one active electric charging point per dwelling within the proposed development in the form of 7 Electric Vehicle charging pillars as identified on the drawing at **Annex B**. This provision is in excess of the local standard and in compliance with Part S of the 2010 Building Regulations guidance.

3.4 The datasheets provided at **Annex C** indicate suitable types of charging point that are likely to be used within the residential development parcel.

Annex A

Land east of the Foodstore Layout

A1



PRIVATE

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TOTALS					7	8139

Private Housing plot areas (sqft)	8139
Private Net developable area (acres)	0.411
Private Coverage sqft/acre	19803
SITE TOTALS RESIDENTIAL	7 8139

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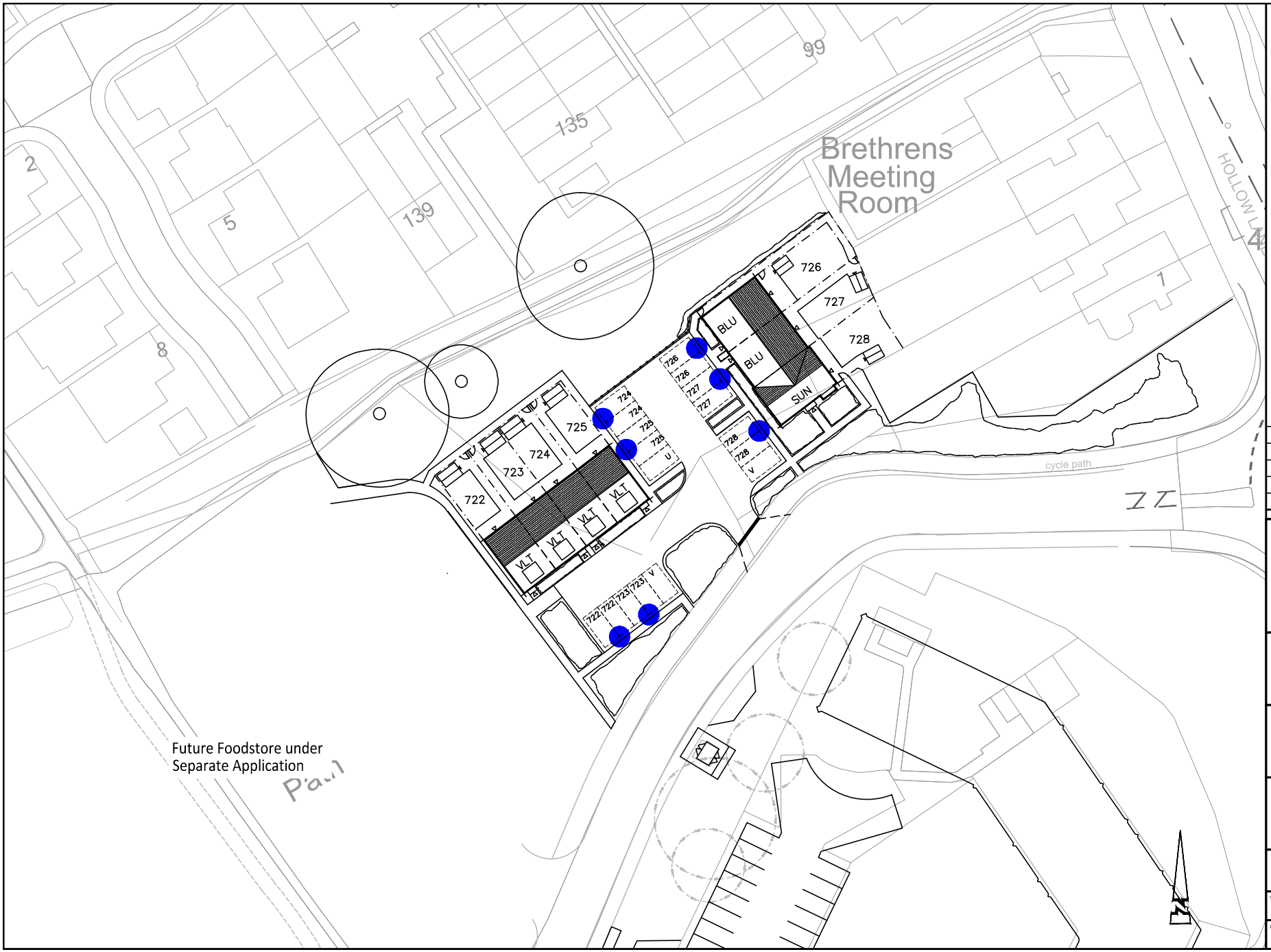
Rev	Description	Date	Au	Ch
J	Street trees removed.	21.11.23	MWP	CAW

Project	**SHINFIELD LOCAL CENTRE, LAND EAST OF FOOD STORE, Shinfield West**
Drawing	**Site Layout**

Client	**Consortium Works**				
Job no.	**CONS220911**			Date	**28.09.22**
Dwg no.	**SL.01**			Rev.	**J**
Author	**GUR**	Checked	**CW**	Scale	**1:500 at A1**
Status	PLANNING			Office	**Romsey**
Client ref.					

Annex B

Electric Charging Point Locations



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GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.
3. Off-Plot charging points require an individual payment system via a metered connection to the respective dwelling.

KEY:

Active Charging Points

EV Charging Point on Post

Active charging points require a power supply that can accommodate a minimum of 7.4kw (1 phase 32A) and preferably 11kw (16A 3 phase).

Rev	Date	Description	Drawn	Checked
P5	12.23	Revised Layout	AG	PJ
P4	10.23	Revised Layout	AG	PJ
P3	02.23	Revised Layout	AG	PJ
P2	10.22	Revised Layout	AG	PJ
P1	10.22	For issue	AG	PJ

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Client
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BOVIS HOMES LTD
LINDEN LLP

Project
SHINFIELD WEST
LOCAL CENTRE, LAND EAST
OF THE FOODSTORE

Title
ELECTRIC CHARGING
POINT LOCATIONS

Status
FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @ A3	OCT 22	AG	PJ

Drawing No	Revision
A127-LC-NEP-02	P5

Annex C

Electric Charging Point Data Sheets

BASICCHARGE:EV

FREE-TO-USE

Type 2, Mode 3 Charging Socket(s)
3.6kW or 7.2kW

ROLEC
EV Charging

MANUFACTURED IN THE UK



Unit shown: BASICCHARGE:EV
2way Socket (Type 2) Charging Pedestal

The BASICCHARGE:EV pedestal replicates Rolec's world-leading Classic utility pedestal, which now boasts over 150,000 units sold worldwide.

This mass produced, tried and tested pedestal is both, an affordable and adaptable EV charging solution. Suitable for a variety of different locations, including: private car parks, offices, factories, hotels, cinemas, leisure centres, shops, warehouses, hospitals, schools, depots – in fact any moderately secure environment.

Available in either 1way or 2way versions, providing Mode 3 fast charging in 3.6kW or 7.2kW speeds.

PRODUCT FEATURES

- Mode 3 (IEC 61851-1) fast charging
- Available in 1way & 2way versions
- 3.6kW (16A) & 7.2kW (32A) charging speeds
- Type 2 (IEC 62196) charging socket(s) c/w security hatchlock(s)
- Photocell controlled LED amenity lighting head
- Surface or root mountable
- Built-in AC overload and fault current protection
- Built-in DC sensitive protection
- Built-in LED charging status indicator socket halo(s)
- Easy to install & maintain
- IP rated
- UV stabilised
- Corrosion resistant

Free To Use

Branding & Colour Options Available

LED Amenity Lighting

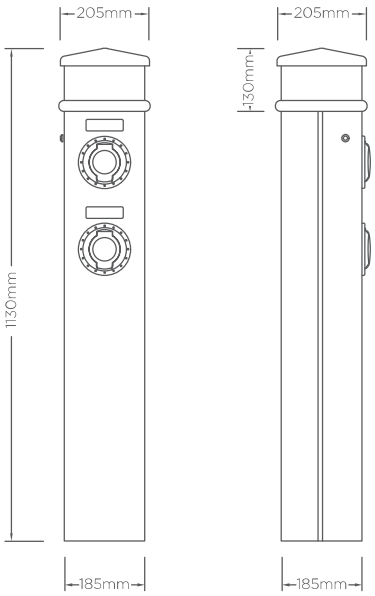
IP Rated

UV Stabilised

CE Certified

SPECIFICATIONS

Product Code	EVCL2005	EVCL2006	EVCL2015	EVCL2016
Charging Socket(s)	1x Type 2 (IEC 62196)		2x Type 2 (IEC 62196)	
Rated Output	3.6kW	7.2kW	3.6kW	7.2kW
Rated Current	16A	32A	16A	32A
Charge Protocol	Mode 3			
Input Voltage	230V AC/50Hz (Single Phase)			
AC Overload Protection	1x 20A	1x 40A	2x 20A	2x 40A
AC Fault Protection	30mA			
DC Fault Protection	6mA			
Cable Terminals	3x 50mm			
Standby Consumption	Approx 0.3kW per day			
Certifications & Compliances CE	EV Charging Compliance – EN 61851-1:2001, EN 61851-21:2002, EN 61851-22:2002 Wiring Regulations – BS 7671 EMC Compliance – EN 61000-6-3:2007, EN 61000-6-2:2005 Safety Compliance (LVD) – 2014/35/EU Environmental Protection – Enclosure IP65, Socket IP54 (BS EN 60529:1992+A2:2013)			
Dimensions	205mm x 1130mm x 205mm (W x H x D)			
Pedestal Material	High impact resistant aluminium composite outer shell			
Internal Chassis	Heavy duty, hot dipped galvanised steel			
Operating Temperature	-30°C to +50°C			
Standard Body Colour	Black (Other colours available upon request)			









Optional ground mounting base

OPTIONS & ACCESSORIES

- Key switch control charging
- Available with powder coated aluminium outer shell
- Available with powder coated stainless steel outer shell
- IP65 protected 13A domestic socket (Mode 2 charging or maintenance)
- Built-in class 1 **MID** compliant kWh meter
- Built-in time clock providing charge time management
- Corporate branding (colours, logo badge, etc.)
- Galvanised steel ground mounting base
- Protection barriers
- Charge point signage
- EV charging cables (Type 1 to Type 2 or Type 2 to Type 2)

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WALLPOD:EV

FREE-TO-USE

Type 2, Mode 3 Charging Socket
3.6kW or 7.2kW

ROLEC EV Charging

MANUFACTURED IN THE UK





Unit shown: WALLPOD:EV
Socket (Type 2) Charging Unit

The WALLPOD:EV is a low-cost, entry level charging unit, designed to offer full Mode 3 fast charging to every Electric Vehicle (EV/PHEV) on the market today.

This charging unit has been specifically designed for domestic and commercial locations including offices, factories, restaurants, hotels, sports venues, etc.

PRODUCT FEATURES

- Mode 3 (IEC 61851-1) fast charging
- Type 2 (IEC 62196) charging socket
- 3.6kW (16A) & 7.2kW (32A) charging speeds
- Built-in overload and fault current protection (Type A RCBO)
- Built-in DC sensitive protective device
- Built-in LED charging status indicator
- Certificated by the BSI as safe to use in the domestic environment
- Easy to install and maintain
- IP Rated
- UV stabilised
- Corrosion resistant
- Fire retardant
- Impact resistant design

Type 2 Connector

Safety In The Home Certified

Colour Options Available

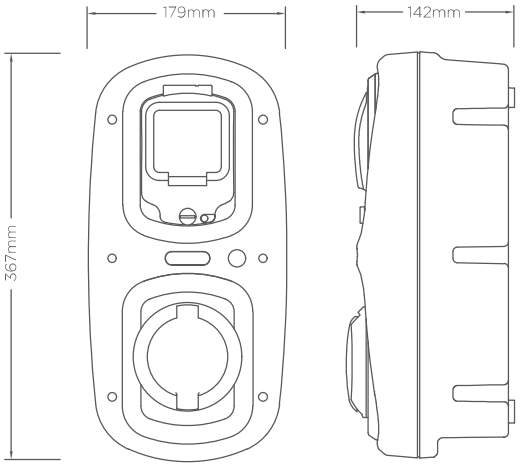
IP Rated & UV Stabilised

Flame Retardant

CE Certified

SPECIFICATIONS

Product Code	EVWP2010	EVWP2016	EVWP2020	EVWP2026
Charging Socket	Type 2 (IEC 62196)			
Rated Output	3.6kW		7.2kW	
Rated Current	16A		32A	
Charge Protocol	Mode 3			
Input Voltage	230V AC/50Hz (Single Phase)			
Overload & Fault Current Protection	External 20A, 30mA Type A RCBO & Built-in 6mA DC Sensitive Device		External 40A, 30mA Type A RCBO & Built-in 6mA DC Sensitive Device	
Cable Terminals	16mm earth			
Key Switch Control	⊗	✓	⊗	✓
Standby Consumption	Approx 0.05kWh per day			
Certifications & Compliances CE	EV Charging Compliance – EN 61851-1:2001, EN 61851-21:2002, EN 61851-22:2002 Wiring Regulations – BS 7671 EMC Compliance – EN 61000-6-3:2007, EN 61000-6-2:2005 Safety Compliance (LVD) – 2014/35/EU, EN 62368-1:2014 Environmental Protection – Enclosure IP65, Socket IP54 (BS EN 60529:1992+A2:2013)			
Dimensions	179mm x 367mm x 142mm (W x H x D)			
Unit Material	Polycarbonate (303 EP-22)			
Operating Temperature	-30°C to +50°C			
Standard Base Colour	Warm White (Other colours available upon request)			
Standard Pod Colour	Green (Other colours available upon request)			









OPTIONS & ACCESSORIES

- Key switch control charging
- Lockable door to switchgear
- Built-in class 1 **MID** compliant kWh meter
- Built-in time clock providing charge time management
- Corporate branding (colours, logo badge, etc.)
- Amp-Selector key switch (switches between 16A or 32A)
- Charge-By-Solar switch (switches between 6A, 13A, 16A or 32A)
- Charge point signage
- EV charging cables (Type 1 to Type 2 or Type 2 to Type 2)

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Annex E – Parking Management Strategy

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Our Ref: A127-R020/D
Date: 6th December 2023

LAND EAST OF THE FOODSTORE – SHINFIELD WEST
TECHNICAL NOTE: PARKING MANAGEMENT STRATEGY (LAND EAST OF THE FOODSTORE)
DISCHARGE OF PLANNING CONDITION NO. 45 (WBC REF : VAR/2014/0625)

1. Context

1.1 This Technical Note has been prepared by Abley Letchford Partnership Ltd on behalf of Bloor Homes, Linden Homes and Bovis Homes (now Vistry Homes) in relation to the development of the Local Centre land located within the Shinfield West development.

1.2 Outline planning permission for the Shinfield West development was granted by the Secretary of State on 8th November 2012. The full proposals for the site include the provision of up to 1,350 dwellings, a local centre containing a food store, other retail and office uses, a community building and a primary school.

1.3 A subsequent Reserved matters Application in respect of the Primary Infrastructure Phase, which included details of the proposed access road through the local centre, was approved in April 2016 (WBC Ref: 160183). Further Reserved Matters Applications have since been approved for the Phase 1 and Phase 2 residential areas within the development and most recently an application for 25 dwellings at the Local Centre was approved in October 2021 (WBC Ref: 211530).

1.4 The proposed site comprises the promotion of 7 dwellings at Beke Avenue and lies immediately to the west of the 4-arm access roundabout off the A327 Hollow Lane within Shinfield and a proposed site layout is provided at **Annex A**.

1.5 This Technical Note presents the Parking Management Strategy for the 7 dwellings to address the requirements of Planning Condition 45 (WBC Ref: VAR/2014/0624). The planning condition sets out the following requirements:

Condition 45

Prior to the first occupation of residential development, a Parking Management Strategy for the management of on-street parking shall be submitted to and approved in writing by the local planning authority. The agreed strategy shall provide details of parking management of public car parks within the Local Centre and provide for the provision of a minimum 6.1m wide clear carriageway for a bus route through the development in accordance with the approved Public Transport Strategy required by condition 47. The development shall be implemented in accordance with the agreed strategy.

1.6 The approach adopted within this Technical Note follows that which was presented within the parking management strategies which have already been approved for the previous residential phases at the Shinfield West development.

1.7 It is important to note that details relating to the parking management strategy for the car parking spaces which will be provided for the main food store will be addressed as part of a different Reserved Matters Application which is being submitted separately.

2. Management Strategy

2.1 A plan showing the distribution of vehicular parking throughout the proposed development is attached as **Annex B**.

2.2 A total of 17 parking spaces are provided which equates to an average parking ratio of 2.4 spaces per dwelling across the 7 unit development, of which 3 unallocated spaces are provided in compliance with Wokingham Borough Council standards.

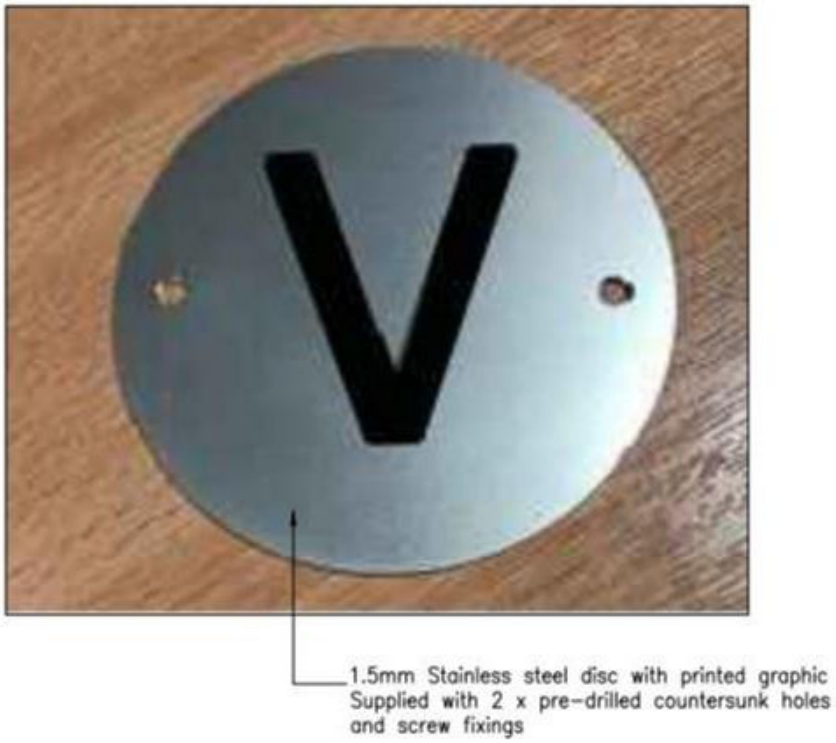
2.3 The proposed management strategy for all the parking spaces within the proposed site is set out below.

Visitor/Unallocated Parking (3 No. Spaces)

2.4 There are 3 visitor/unallocated spaces provided within courtyards that are not intended to be offered for highway adoption. It will therefore be the responsibility of the Management Company to monitor and control the usage of these spaces within the development parcel.

2.5 Visitor Spaces will be identified using a painted 'V' where the road surface material is tarmacadam. Where the road surface is formed using block paving, a patterned 'V' will be laid within the parking space using contrasting coloured blocks. In both instances, this demarcation will be supplemented by use of a metal badge as depicted in the image below.

Image 1 : Vehicle Parking Sign



Allocated Parking (14 No. Spaces)

2.6 The 14 allocated spaces that are provided throughout the development will be designated to the individual plots using either a painted identifier or a metal badge. Monitoring of their usage will be the responsibility of the residents and/or a Management Company as appropriate.

Electric Charging Points

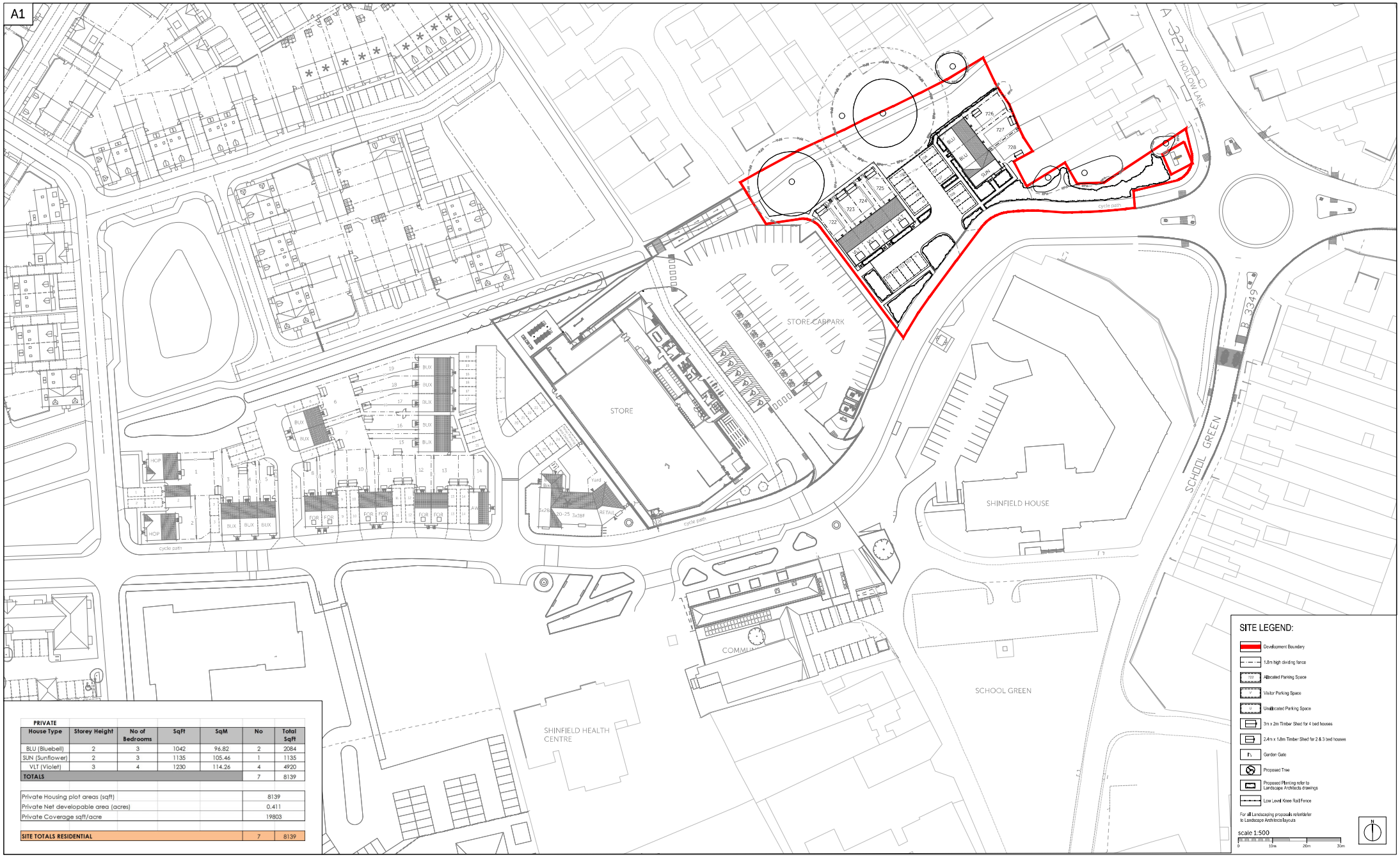
2.7 The proposed development also promotes active electric charging points for the residential dwellings. For ease of reference, the locations of the charging points are depicted on the drawing attached at **Annex C**.

2.8 The dwellings are served by standalone charging points that are located adjacent to the allocated off-plot spaces and monitoring of their usage will be the responsibility of the residents and/or the management Company as appropriate.

Annex A

Proposed Site Layout

A1



PRIVATE

House Type	Storey Height	No of Bedrooms	SqFt	SqM	No	Total SqFt
BLU (Bluebell)	2	3	1042	96.82	2	2084
SUN (Sunflower)	2	3	1135	105.46	1	1135
VLT (Violet)	3	4	1230	114.26	4	4920
TOTALS					7	8139

Private Housing plot areas (sqft)	8139
Private Net developable area (acres)	0.411
Private Coverage sqft/acre	19803
SITE TOTALS RESIDENTIAL	7 8139

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Rev	Description	Date	Au	Ch
A	Planning Issue	21.10.22	GUR	CW
B	Shed and gate added to Plot 725.	08.02.23	KS	CW
C	Parking to plot 724 now tandem, with unallocated space moved from next to plot 732 parking space to adjacent plot 724 parking; trees added. Parking space for plot 728 next to plot 727 parking and access path swapped to keep plot 728 parking spaces together.	31.07.23	MWP	CAW
D	House types changed to Linden 2025 collection and mix updated. Garage to Plot 725 removed and parking layout updated. Schedule updated.	29.08.23	GUR	CAW
E	Plots 722 & 724 handed. Plots 726-728 updated to terrace. Bay window added to Plot 728.	12.09.23	GUR	CAW
F	Gate removed from path at rear of plot 722. Schedule areas updated.	20.09.23	MWP	CAW
G	Path link added from parking to plots 722 & 733. Turning area in front of plot 725 and shed positions updated.	10.10.23	GUR	GSR
H	Parking bays to Plots 724 - 727 repositioned. Path links added by visitor parking bays.	16.10.23	GUR	CAW

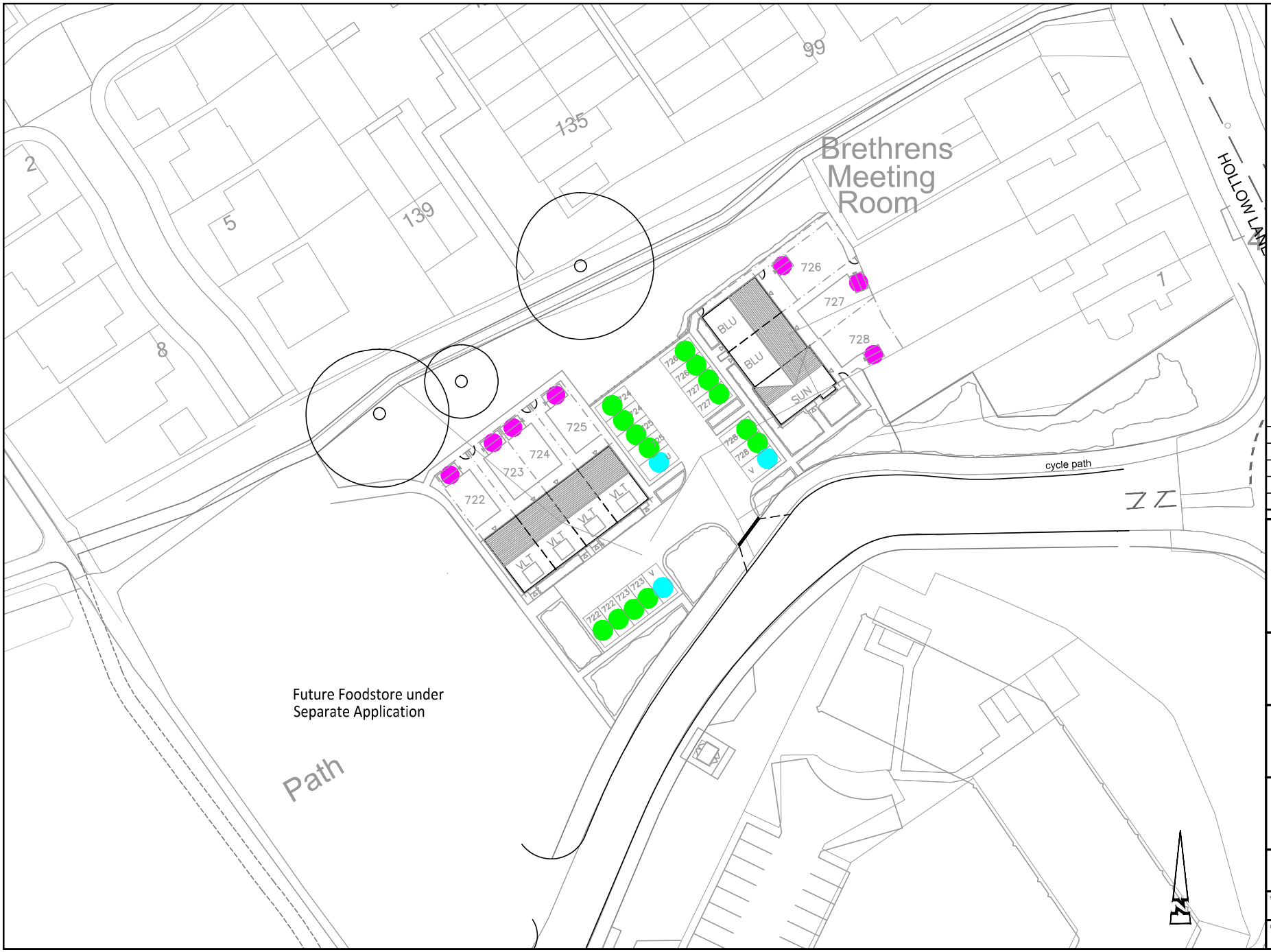
Rev	Description	Date	Au	Ch
J	Street trees removed.	21.11.23	MWP	CAW

Project	**SHINFIELD LOCAL CENTRE, LAND EAST OF FOOD STORE, Shinfield West**
Drawing	**Site Layout**

Client	**Consortium Works**				
Job no.	**CONS220911**			Date	**28.09.22**
Dwg no.	**SL.01**			Rev.	**J**
Author	**GUR**	Checked	**CW**	Scale	**1:500 at A1**
Status	PLANNING			Office	**Romsey**
Client ref.					

Annex B

Parking Allocation Plan



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GENERAL NOTES:
1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

KEY:

Allocated Parking Spaces

- Allocated Parking Space (14 no.)
- Cycle Parking (7 no.)

Unallocated Parking Spaces

- Unallocated/Visitor Parking Space Located on Private Road (3 no.)

Rev	Date	Description	Drawn	Checked
P5	12.23	Layout Updated	AG	PJ
P4	10.23	Layout Updated	AG	PJ
P3	02.23	Layout Updated	AG	PJ
P2	10.22	Cycle parking included	AG	PJ
P1	10.22	For issue	AG	PJ

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Client
BLOOR HOMES LTD
BOVIS HOMES LTD
LINDEN LLP

Project
SHINFIELD WEST
LOCAL CENTRE, LAND EAST OF THE FOODSTORE

Title
PARKING ALLOCATION PLAN

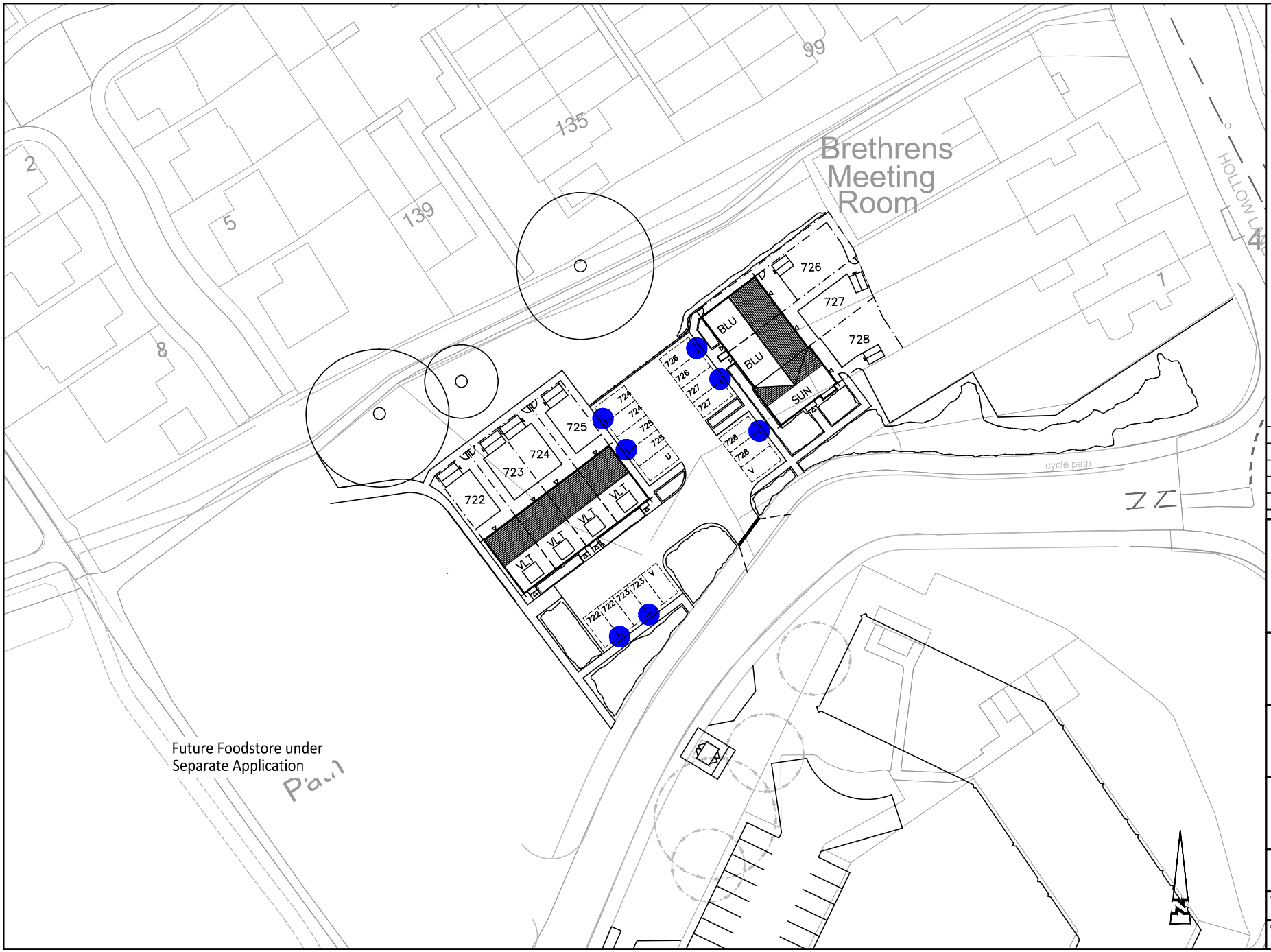
Status
FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @ A3	OCT 22	AG	PJ

Drawing No	Revision
A127-LC-NEP-02	P5

Annex C

Electric Charging Point Locations



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GENERAL NOTES:

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.
3. Off-Plot charging points require an individual payment system via a metered connection to the respective dwelling.

KEY:

Active Charging Points

EV Charging Point on Post

Active charging points require a power supply that can accommodate a minimum of 7.4kw (1 phase 32A) and preferably 11kw (16A 3 phase).

Rev	Date	Description	Drawn	Checked
P5	12.23	Revised Layout	AG	PJ
P4	10.23	Revised Layout	AG	PJ
P3	02.23	Revised Layout	AG	PJ
P2	10.22	Revised Layout	AG	PJ
P1	10.22	For issue	AG	PJ

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Client
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LINDEN LLP

Project
SHINFIELD WEST
LOCAL CENTRE, LAND EAST
OF THE FOODSTORE

Title
ELECTRIC CHARGING
POINT LOCATIONS

Status
FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @ A3	OCT 22	AG	PJ

Drawing No	Revision
A127-LC-NEP-02	P5



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