Loddon Garden Village

EIA Non-Technical Summary

October 2025

Prepared on behalf of

University of Reading

savills

Document title:	EIA Non-Technical Summary
Project:	Loddon Garden Village
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Contents

Non-Technical Summary

1. Introduction

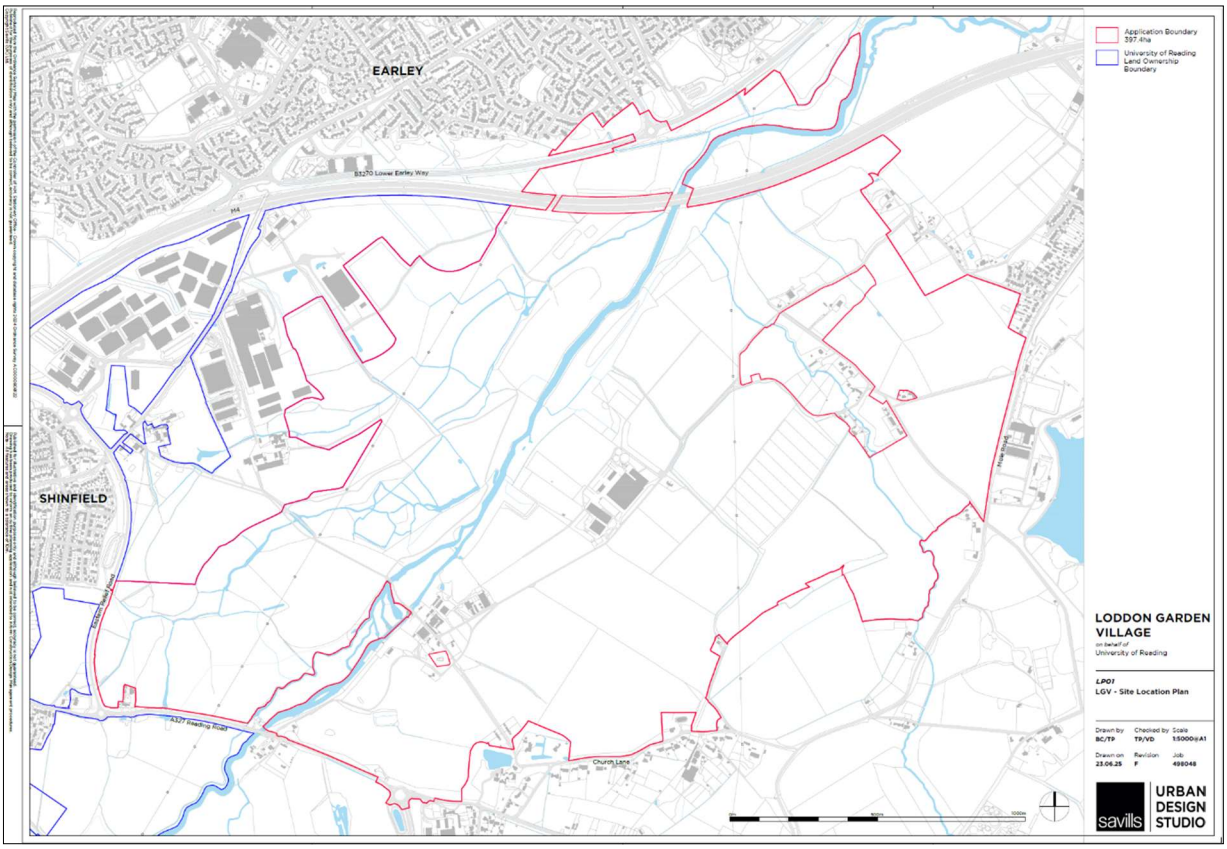
Background

1.1 The University of Reading (the Applicant) has submitted a hybrid planning application to Wokingham Borough Council (WBC, the Council) seeking planning consent for the development of land at Loddon Valley, Wokingham (the 'Site').

1.2 The Proposed Development comprises the phased development of a new community at Loddon Garden Village (LGV), comprising, up to 2,800 homes (with 100 custom/self-build plots), education provision, a district and local centre with retail, community and commercial space, a sports hub, green infrastructure including a country park, gypsy and traveller pitches, flood alleviation measures, internal roads, bridges, and access improvements. It also includes natural greenspace (SANG), biodiversity enhancements, demolition of existing buildings, and supporting infrastructure such as utilities, cemetery space, and a substation. A full description of development is set out within Section 3.

1.3 The Site is a large area of land to the west of Wokingham, between the villages of Shinfield, Arborfield and Sindlesham. It is located outside of the Green Belt and is adjacent to the University of Reading's Thames Valley Science and Innovation Park (TVSP). The location and extent of the Site is identified by the red line shown on Figure 1.1 below. In total, the Site covers an area of approximately 397 hectares (ha). The Site falls within the administrative boundary of Wokingham Borough Council (WBC).

Figure 1.1 Site Location Plan



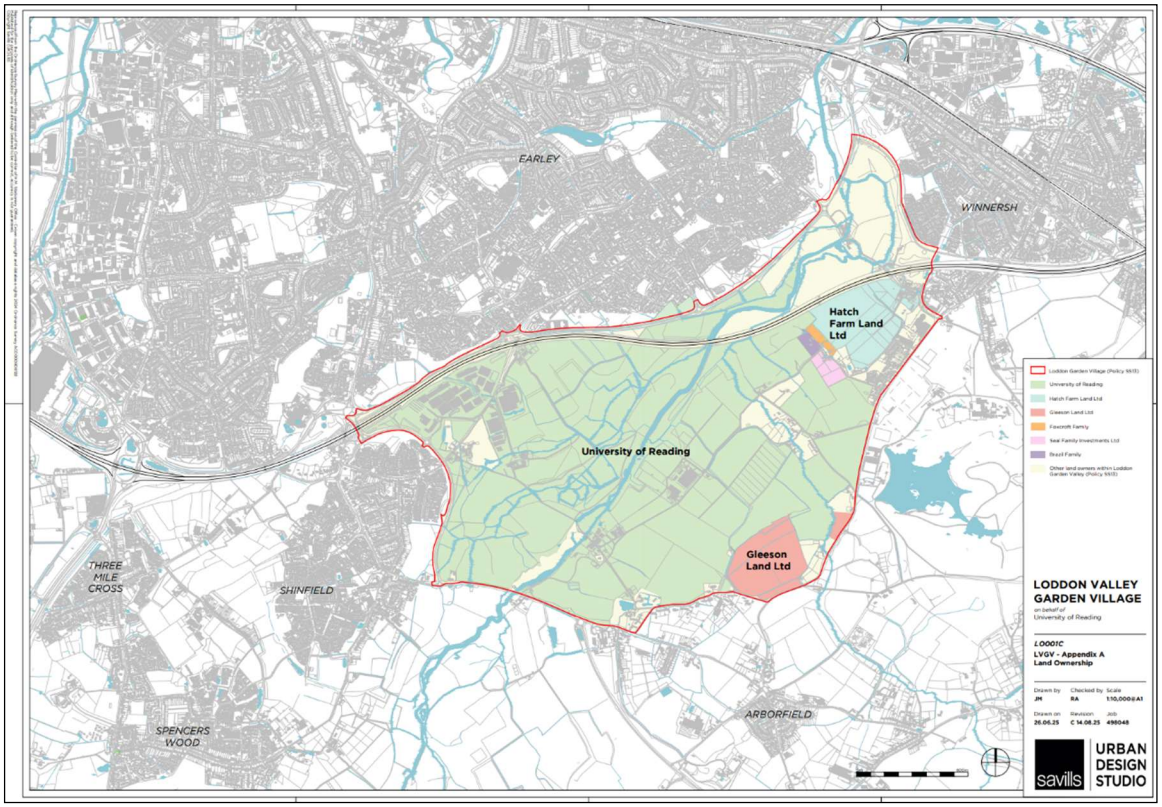
Planning Context - The Wider Strategic Development Location – Loddon Valley Garden Village

1.4 The Site is located on land proposed to be allocated as a Strategic Development Location (SDL) in the emerging Wokingham Borough Local Plan Update (LPU). The SDL is referred to in the LPU as the Loddon Valley Garden Village (LVGV) and this application is referred to as the Loddon Garden Village (LGV). The development principles for the LVGV are set out in LPU Policy SS13 (Hall Farm / Loddon Valley Strategic Development Location). This policy includes phased delivery of around 3,930 dwellings, expansion of the Thames Valley Science and Innovation Park, neighbourhood centres (including retail, leisure, sports, cultural, health and service facilities), and education provision.

1.5 The LPU was submitted for Examination on the 28 February 2025. The Examination is expected to continue throughout 2025 before the LPU is adopted in 2026.

1.6 The land comprising the SDL is primarily owned by three landowners: The University of Reading, Gleeson Land and Hatch Farm Land Ltd. (the landowners). The combined area for the SDL extends to 732.57 hectares (ha). The red line boundary for the SDL is shown in Figure 1.2 alongside the associated land ownerships.

Figure 1.2 Red line boundary for the London Valley Garden Village SDL



Environmental Impact Assessment

1.7 Environmental Impact Assessment (EIA) is a process that formally considers the construction and operational aspects of a proposal that may have significant effects on the environment.

Screening

1.8 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations') set out the types of development that must always be subject to an EIA (defined as Schedule 1 development) and other development that will only require assessment if it is likely to give rise to significant environmental effects (defined as Schedule 2 development).The process to establish whether an EIA is required is known as Screening.

1.9 Given the nature and scale of the Proposed Development, the Applicant concluded that significant environmental effects could arise. Therefore, it was considered that the Proposed Development qualifies as EIA development as defined within the EIA Regulations. As such, a formal Screening Opinion was not requested prior to beginning the EIA process.

Scoping and EIA Consultation

1.10 In December 2024, a request for the formal EIA Scoping Opinion of WBC was submitted on behalf of the Landowners. A single EIA Scoping Opinion was requested from WBC relating to development across all land interests within the allocation area. The purpose of this was to identify what the Council considers to be the main environmental issues associated with the LVGV and the Proposed Development to be assessed within the EIA.

1.11 As part of the Scoping process, statutory consultees were advised of the proposals and given the opportunity to provide comments in order to assist the Council in the formulation of their Scoping Opinion.

1.12 As agreed through the scoping process, the following environmental topics have been included in the EIA.

- Air quality
- Archaeology
- Built Heritage
- Climate change and greenhouse gases
- Ecology
- Human health
- Hydrology (flood risk and drainage)
- Landscape and visual impact
- Noise and vibration
- Socioeconomics
- Transport and access

1.13 Impacts related to agricultural land and soils were also scoped in to the EIA but, as agreed through the scoping process, are addressed through the production of an Agricultural Land Classification report which has been considered within the EIA where applicable.

1.14 These topics have been assessed through the EIA process, and the outcome of the assessments have been presented in the Environmental Statement (ES) and are also summarised in Section 6 of this Non-Technical Summary (NTS).

Environmental Statement

1.15 The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to mitigate adverse effects: information that is taken into account in the planning decision. The ES has been prepared in accordance with the EIA Regulations.

1.16 This document is the Non-Technical Summary (NTS), which provides a summary of the main findings of the ES, including the significant environmental effects, mitigation and residual effects predicted to result from the Proposed Development.

1.17 Subsequently, when the Council is deciding whether to grant planning permission, it can do so in the full knowledge of any significant effects predicted and take this into account in the decision-making process.

1.18 The Applicant has commissioned Savills to co-ordinate a formal Environmental Impact Assessment (EIA) including the preparation of an Environmental Statement (ES) and Non-Technical Summary (NTS) (this document) to support the planning application for the Site.

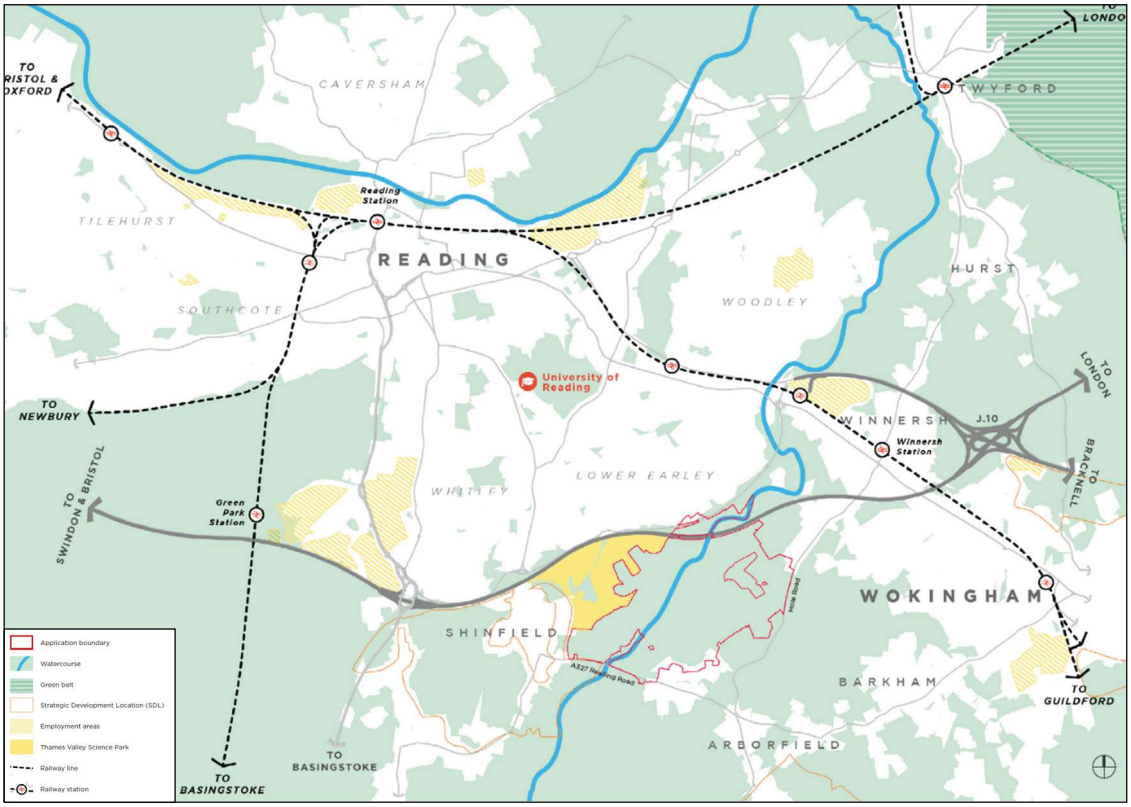
1.19 The NTS sets out the key issues and findings of the ES in a manner that is widely accessible to the general public and stakeholders.

1.20 The ES and this NTS accompany a suite of documents that together support the planning application submitted to the Local Planning Authority (LPA), WBC.

2 Site and Local Context

2.1 The Site is located north of Arborfield and east of Shinfield, close to major employment centres like Reading International Business Park and Green Park Business Park. The extent of the Site is identified by the red line shown in Figure 1.1. In total, the Site covers an area of approximately 397 hectares (ha). Further site context is shown in Figure 2.1.

Figure 2.1 Site Context (Site Boundary marked by red line)



2.2 The Site is largely rural in character, and the majority is comprised of farmland, along with semi-natural and amenity grassland, copses and woodland, and associated buildings. The agricultural land quality of the Site varies between grade 2, 3a, 3b and 4 with the bulk of the development on Site being within the areas of subgrade 3a and 3b.

2.3 The M4 runs through the northern section of the Site. The University of Reading's Centre for Dairy Research ('CEDAR') is located at the centre of the Site. The Thames Valley Science Park is located to the northwest of the Site. The Site is bounded by the A327 and the Gleeson Homes land along its southern boundary. The Hatch Farm Land Ltd land and the settlement of Sindlesham, which is mainly of a residential nature with some industrial uses, are situated to the east of the site. Both the Gleeson Land and Hatch Farm Land Ltd areas are part of the Wider SDL.

2.4 The River Loddon runs through the centre of the Site, creating a low-lying valley, with gently rising land to the north and south, leading up to higher ground at Barkham. This natural landform provides some visual screening from the wider area.

2.5 Within the Site, there are three smaller areas excluded from development, mainly containing existing homes, commercial and equestrian uses, as well as the historic Arborfield Old Church Ruins.

2.6 In the surrounding area there are residential areas, villages, and established developments such as Arborfield Garrison, which is already delivering new housing. The area is well connected, with train stations nearby and proximity to Reading town centre.

2.7 Beyond the M4 and northern boundary of the Site is the established residential area of Earley. Reading town centre and train station are located approximately 5.12km further northwest. Train stations are also located at Earley, Winnersh Triangle and Winnersh. To the east of the Site is the Bearwood Lakes Golf Club beyond which is the residential area of Woosehill.

2.8 To the south of the Site are the existing villages of Arborfield and Arborfield Cross. Further to the south is Arborfield Garrison; a strategic residential development of 3,500 homes comprising the development of a former army site. To the west of the Site is Shinfield, a village that has grown significantly in recent years as part of the 'South of the M4 Strategic Development Location', which was allocated in the previous Wokingham Borough Adopted Core Strategy Development Plan Document (January 2010).

Site Access and Public Rights of Way

2.9 The Site benefits from strong transport links, including nearby access to the M4 motorway, multiple bus routes, and rail stations such as Winnersh and Reading. It also offers good pedestrian and cycle connectivity.

2.10 The Site has several access points, including from the west (Shinfield Eastern Relief Road and South Avenue), the south (A327 Arborfield Road) and east (B3030 Mole Road).

2.11 The Site contains eleven public rights of way within its extent.

Archaeology and Built Heritage

2.12 The Scheduled Monument of St Bartholomew's Church is the only statutorily designated archaeological asset within the Site. The remains of this church are also Grade II listed.

2.13 There are three designated built heritage assets within the Site[1]. Within a 1km search radius of the Site there are fifty-four listed buildings: all at Grade II except one Grade I listed building and one Grade II* listed building.

Flood Risk and Drainage

2.14 As well as the River Loddon that runs through the Site flowing north under the M4 motorway and towards Reading, there are various tributaries of the River Loddon on both the western and eastern sides.

2.15 With reference to the Environment Agency's online Flood Map for Planning, most of the Site is in either Flood Zone 1 or 2, although there are areas of Flood Zone 3 immediately adjacent to the River Loddon and Barkham Brook. There are also areas that are shown as having a high risk of surface water flooding predominantly along the eastern boundary and some central and southern areas of the Site.

[1] These are Hall Place Farmhouse (Grade II listed) (NHL ref. 1135961) (Plates 28-29); Simonds Family Tomb (Grade II listed) (NHL ref. 1319095); and The Church of St Bartholomew (Grade II listed) (NHL ref. 1135983) (Plates 35-37).

Ecology and Nature Conservation

2.16 There are no statutory designated ecological or conservation sites within the Site. The closest statutory designated sites of national importance are four Sites of Special Scientific Interest (SSSIs) all within 5km of the Site: Lodge Wood and Sandford Mill SSSI; Longmoor Bog SSSI; Bramshill SSSI; Stanford End Mill and River Loddon SSSI.

2.17 Twenty-nine Berkshire Local Wildlife Sites (LWS) are located within a 2km radius of the Site. Of these, five are located within the Site boundary, whilst an additional three are located immediately adjacent.

2.18 The Loddon Valley South Biodiversity Opportunity Area (BOA) runs across the western and northern parts of the Site.

2.19 The southern section of the Site is located approximately 4.4km north of the designated Thames Basin Heaths Special Protection Area (SPA).

Air Quality

2.20 WBC has designated 60m on both sides of the M4, throughout the Borough, as an Air Quality Management Area (AQMA) due to high levels of nitrogen dioxide (NO2) pollution from road traffic. The AQMA was declared on 28 September 2001. The northern part of the Site is within this designated AQMA.

Noise

2.21 There are a number of existing noise sources within the vicinity of the Site with main source of noise from road traffic from the M4 motorway and surrounding local road network including the A327 and Mole Road.

Utilities

2.22 The Site contains various utility infrastructure. This includes high voltage overhead power. 132kV cables run north south on the eastern side of the Site. 33kV cables are located on the western side of the Site, outside the area of the Proposed Development.

2.23 A medium pressure gas main is located through the middle of the Site, running from northeast, crossing underneath the River Loddon. A second medium pressure main is in Mole Road on the southern boundary of the Site, turns northwest and crosses the Site.

3 Proposed Development

3.1 As noted above, the Proposed Development which has been assessed within the EIA comprises:

"Application for the phased development of a new community at Loddon Garden Village, comprising, in outline:

- *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 11,000m2 of Class E (Commercial, Business and Service, to include a including food store of around 2,500m2), and Class F (Local Community and Learning);*
- *one Local Centre; to incorporate up to 2,400m2 of Class E;*
- *a Sports Hub to include sports pitches and pavilion space;*
- *up to 4,250m2 of further Class E, Class F and sui generis development to include commercial, health care and public house;*
- *comprehensive green infrastructure including a Country Park, landscaping and public open space, and ecological enhancement measures;*
- *20 gypsy and traveller pitches;*
- *comprehensive drainage and flood alleviation measures to include Sustainable Urban Drainage Systems (SUDS) and engineering measures within Loddon Valley for the River Loddon;*
- *internal road network including spine road with pedestrian and cycle connections and associated supporting infrastructure;*
- *new and modified public rights of way;*
- *associated utilities, infrastructure, and engineering works, including the undergrounding of overhead lines;*
- *Ground reprofiling to accommodate infrastructure, flood alleviation and development parcels;*
- *Up to 0.5ha of land adjoining St Bartholomew's church for use as cemetery;*
- *Electricity substation (up to 1.5ha)*

All matters reserved other than access, 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;*
- *an initial phase of internal roads with associated drainage, landscape and engineering works and ground reprofiling, between the A327 and the south eastern boundary of the Site.*

Application includes full permission for the change of use of 40.4 hectares of agricultural land to Suitable Alternative Natural Greenspace (SANG), 18.35 hectares of SANG link, and provision of Biodiversity Net Gain measures, the demolition and clearance of 20,809 m2 of buildings and structures at the Centre for Dairy Research (CEDAR) and at Hall Farm, the demolition of 3 existing dwellings on Carter's Hill Lane, and the retention of specified buildings at Hall Farm."

3.2 The maximum quantum's of development listed above have formed the basis of the assessments within the EIA. A series of Parameter Plans have been produced supporting the Planning Application. These plans will inform and guide potential future development on the Site, and cover: Land Use, Landscape, Movement, Density and Building Heights.

3.3 **Figure 3.1 – Land Use Plan (and Figure 3.1A – Land Use Plan (Community Hub Detailed Plan))** – The land use Parameter Plans set out the areas identified for residential development, commercial development, the community hub, educational facilities, district centres and open space. The plan shows that development is centred around a spine road (primary streets) that links to Lower Earley Way to the north and the A327 to the southwest as well as connecting to the Wider SDL.

Figure 3.1 Land Use Parameter Plan

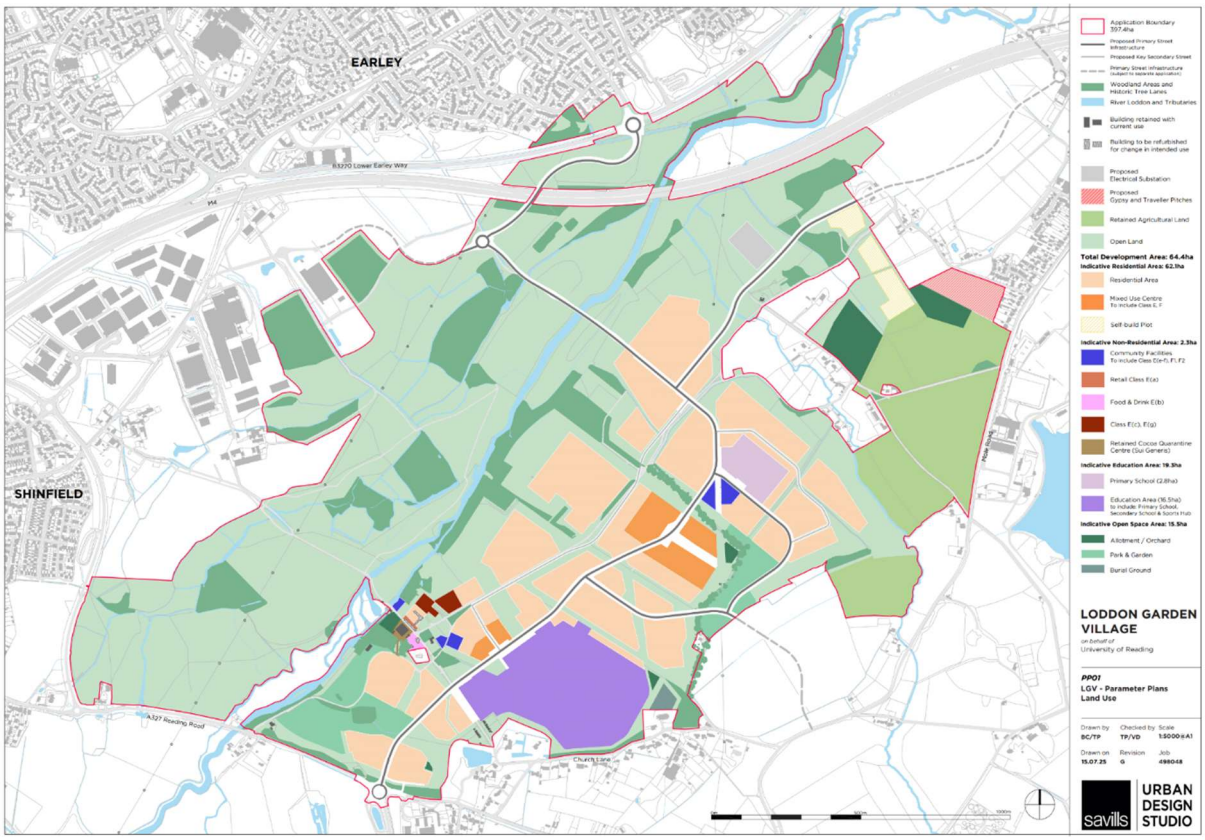
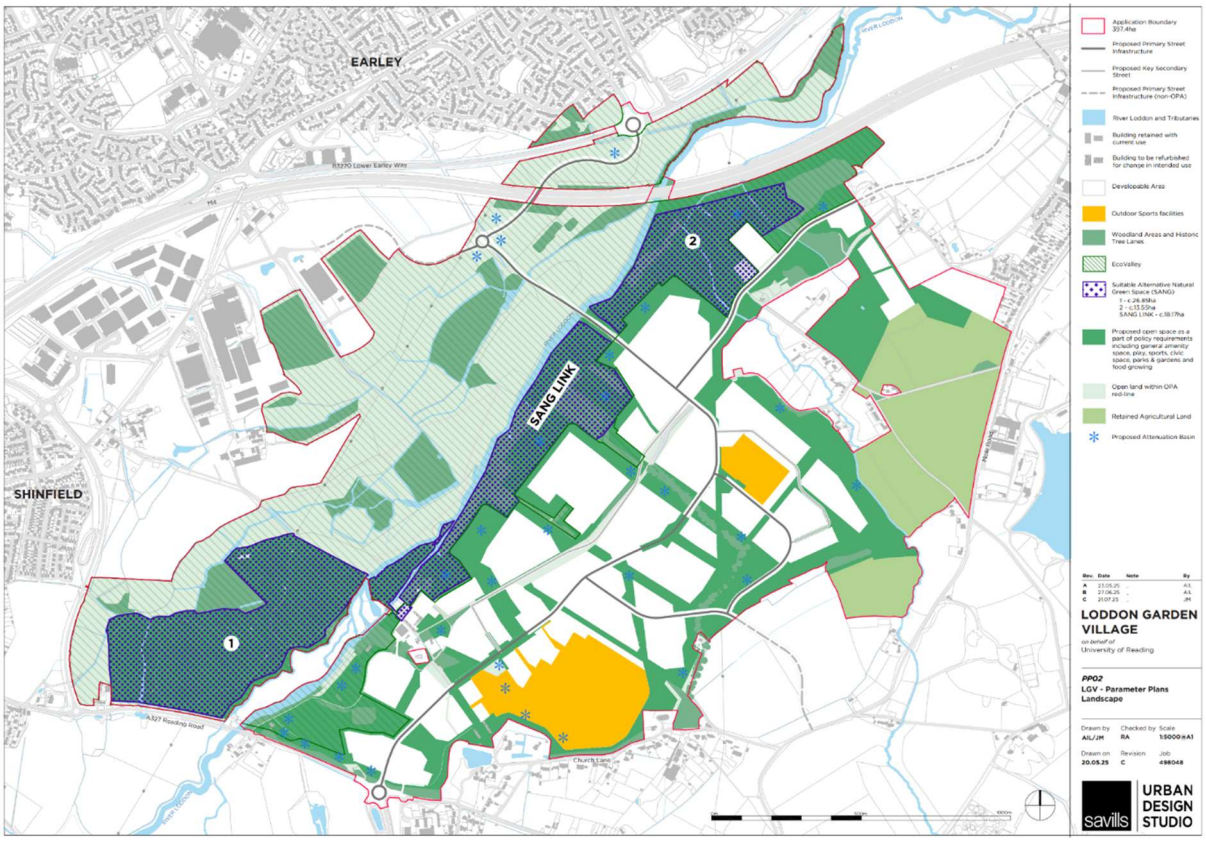


Figure 3.1A Land Use Plan (Community Hub Detailed Plan)

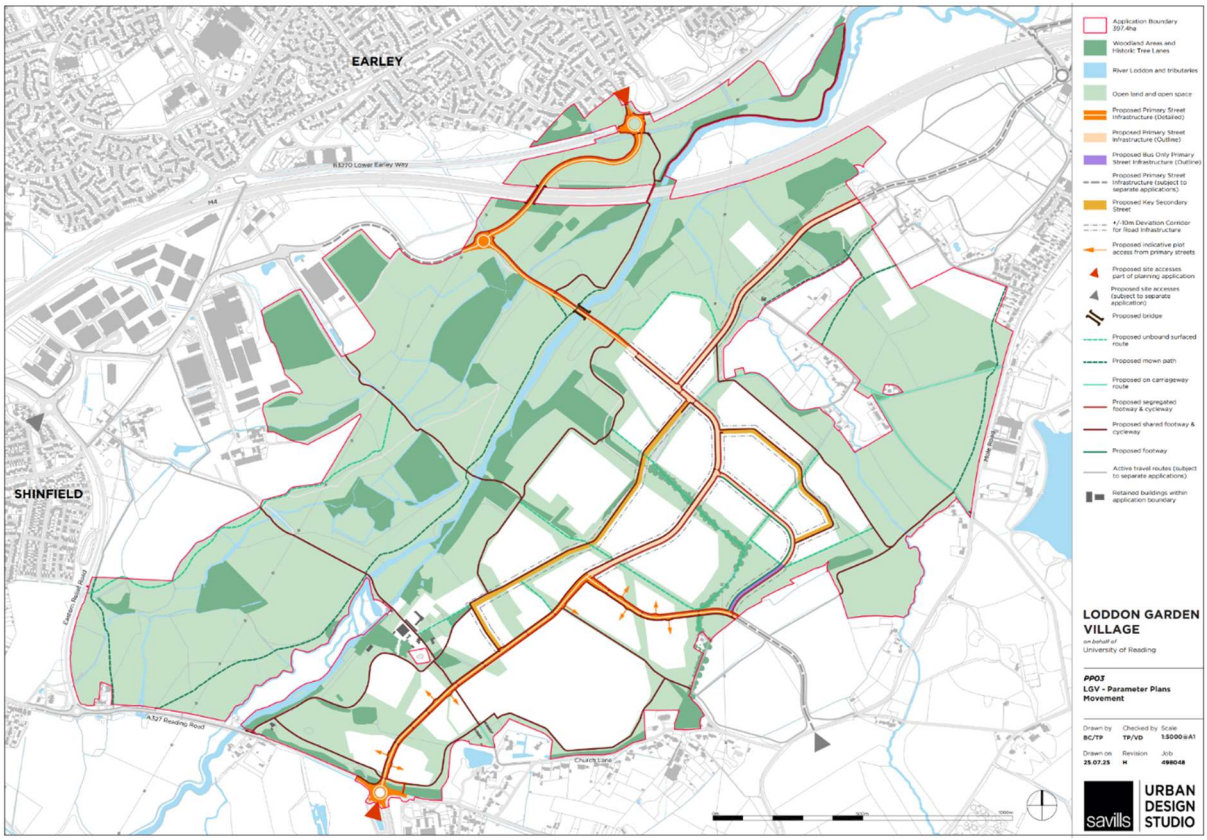
3.4 **Figure 3.2 – Landscape Parameter Plan** – The landscape parameter plan sets out areas within the northwest of the Site for ecological enhancement and SANG, namely the EcoValley which occupy a substantial part of the Site. Attenuation basins are located throughout the Site to capture surface water and drain this sustainably. The plan also shows areas of the Site identified for areas of Public Open Space, play spaces, outdoor sports facilities, general amenity, sports, civic space, parks & gardens and food growing as well as areas retained as agricultural land.

Figure 3.2 Landscape Parameter Plan



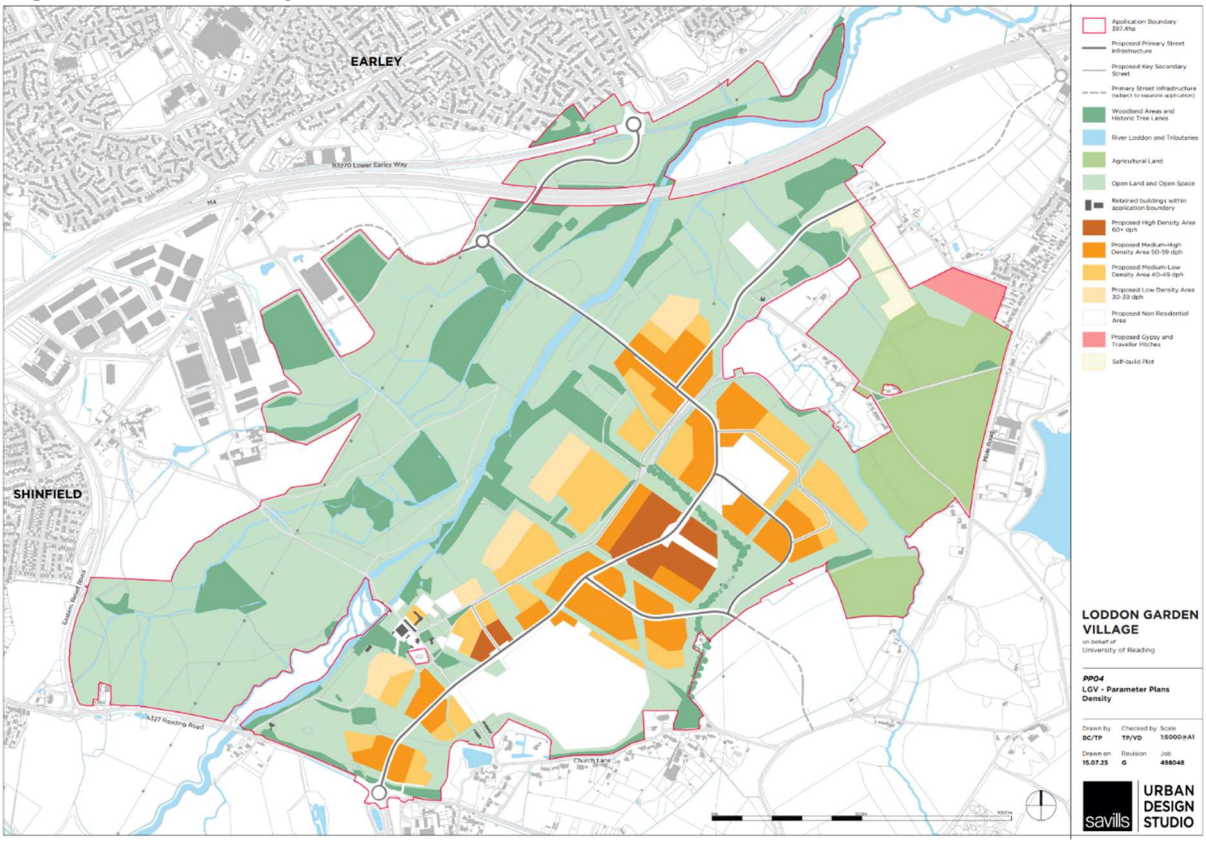
3.5 **Figure 3.3 – Movement Parameter Plan** – The access and movement Parameter Plan envisions a clear hierarchy of streets that are safe and legible. The road network creates a permeable development. The Site is proposed to have two primary vehicular access routes from the north (B3270 Lower Earley Way and southwest (from A327 Reading Road). To the east connections will be made to the Hatch Farm Land development and to the South to the Gleeson development. Pedestrian and cycle access points will be provided through the EcoValley/SANG to the northwest and throughout the Site, primarily following routes of existing PROWs whilst diverting others.

Figure 3.3 Movement Parameter Plan



3.6 **Figure 3.4 – Density** – A range of densities are proposed across the Site. High density areas (60+dph) are proposed in the mixed-use centre and retail areas to the centre and southwest. Medium-high density areas (50-59 density per hectare (dph)) are proposed to the centre, north and south of the Site. Medium-low density (40-49 dph) and low density areas (30-39 dph) are proposed to the fringes of the Site where views are likely to be more sensitive to built development.

Figure 3.4 Density Plan



3.7 **Figure 3.5 – Building Heights (and PP05A Building Heights (Community Hub Detailed Plan))** – The maximum building heights parameters aim to maximise housing delivery while also considering the sensitivities of the surrounding context. The plan shows maximum proposed heights up to five storeys (<18m height), located within the mixed-use centre in the centre of the spine road and to the southwest as part of the retail uses and educational facilities. Buildings up to 3.5 storeys (<12m height) are dispersed across most of the Site through the residential parcels providing a contrast with the other built development. The remainder of the Site consists of buildings up to 2.5 storeys (<9m height) on the more sensitive edges of the development area.

Figure 3.5 Building Heights

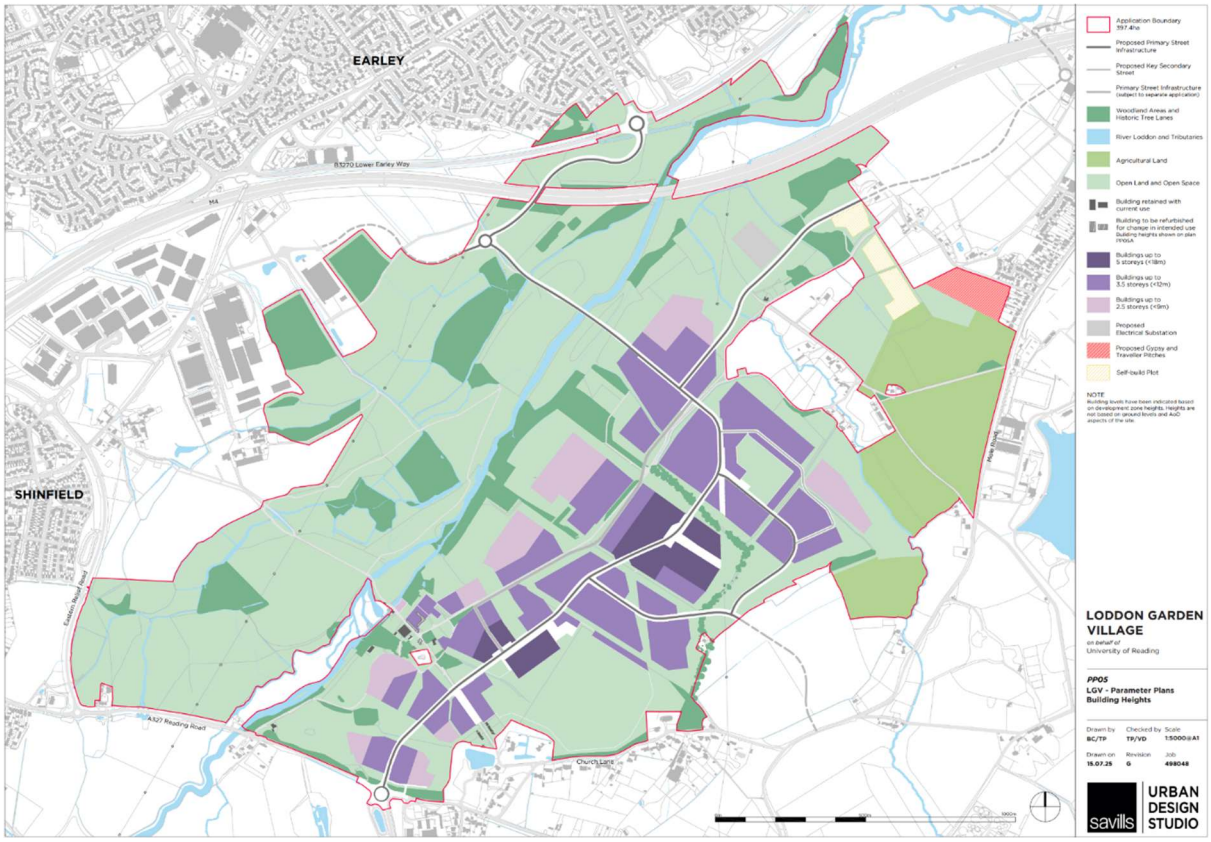
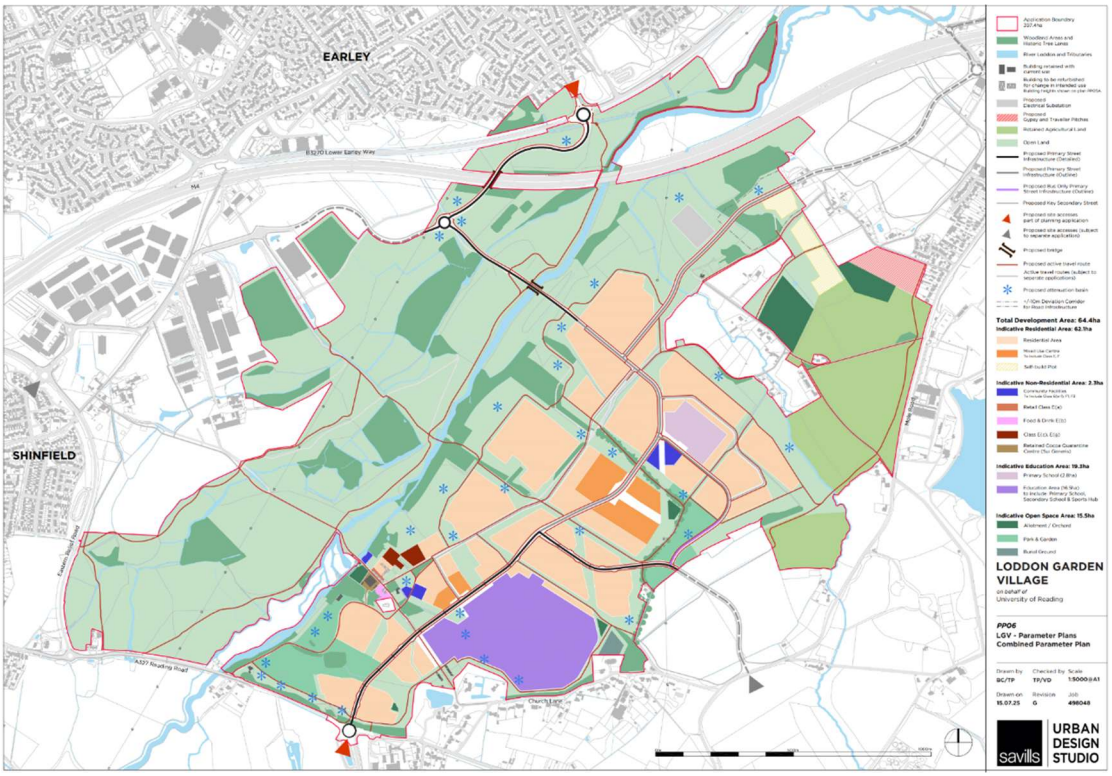


Figure 3.5A PP05A Building Heights (Community Hub Detailed Plan)

3.8 **Figure 3.6 – Combined Parameter Plan** – This combines the land use, development areas, open space and movement Parameter Plans into a comprehensive plan which future Reserved Matters applications will be based on.

Figure 3.6 PP06 Combined Parameter Plans

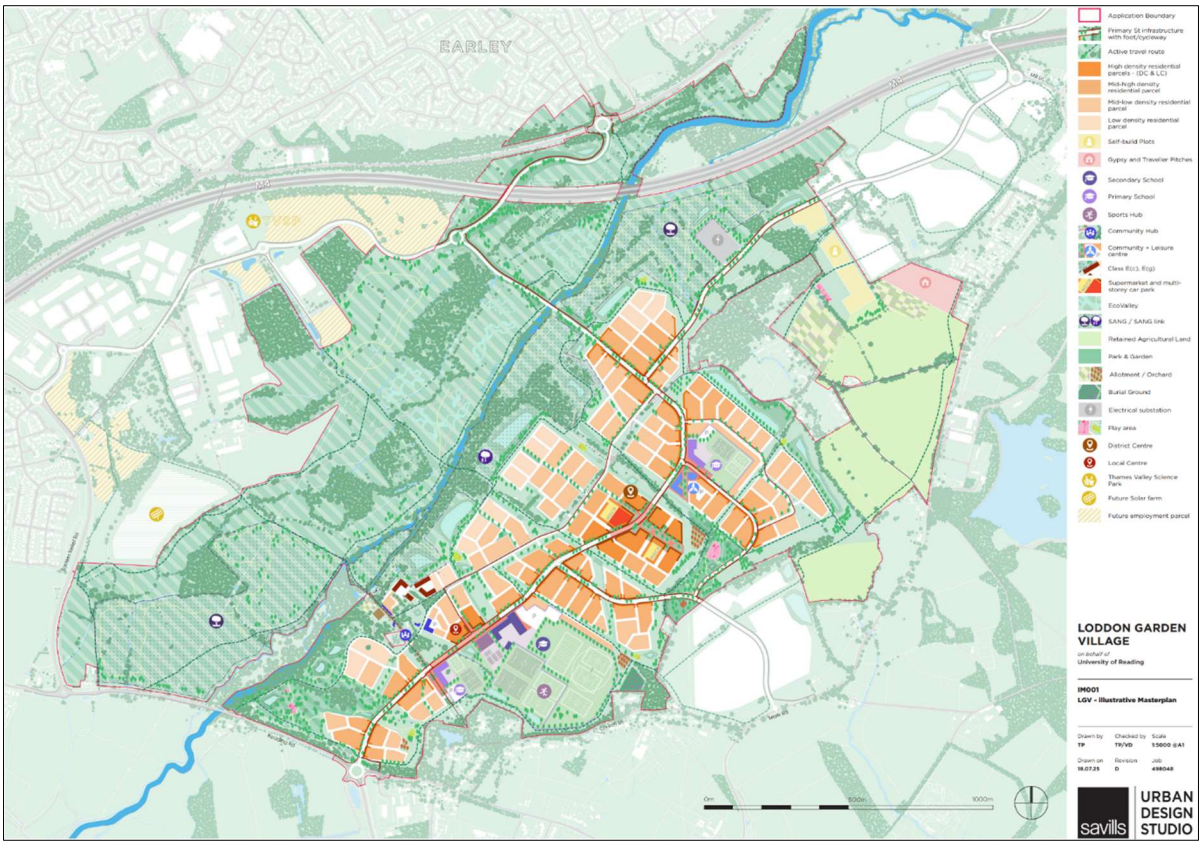


3.9 The Parameters Plans are submitted for approval to Wokingham Borough Council (WBC). Unlike the Illustrative Masterplan, the Parameters Plans are not 'illustrative'. If planning permission is granted for the Proposed Development, it would include a planning condition to ensure that the Proposed Development takes place in accordance with the Parameter Plans. The detailed design of the elements for which outline permission is sought can therefore evolve within these parameters.

3.10 At this subsequent stage, it is open for a local authority to request further environmental information to be submitted by the applicant if this is necessary to ensure that the likely significant effects on the environment are considered in relation to the specific details. However, in accordance with standard practice, the aim of the ES is to assess the likely significant effects of the Proposed Development at the initial outline stage such that further EIA information at the time of reserved matters submissions is not required.

3.11 The Illustrative Masterplan for the Proposed Development is shown in Figure 3.7. The plan sets out an illustrative layout for the development which has been iteratively refined with consultation from the Council.

Figure 3.7 Illustrative Masterplan



3.12 The following sections provide further details on the Proposed Development and the relevant strategies underpinning the proposals (for example access, dragline, landscape etc.).

Land Use

3.13 The Land Use plan sets out areas across the Site, within which the major components, as shown on the Parameter Plans, include:

- Residential development: circa 54.3ha
- Mixed-use centres (including Class E and F): circa 5.2ha
- Self-build: circa 2.6ha
- Education (primary and secondary schools and sports hub): circa 19.3ha
- Gypsy and traveller pitches: 2.5ha
- Electrical substation: 1.3ha
- Retained agricultural land: 30.7ha
- SANG and SANG link: 58.75ha
- Other public open space: 15.5ha

Access

3.14 The Proposed Development is mostly in outline, however the following access elements are applied for in full detail (i.e. detailed plans have been prepared and assessed within the EIA).

- a new pedestrian, cycle and vehicular access to Lower Earley Way via a new fourth arm to the Meldreth Way roundabout;
- a new pedestrian, cycle and vehicular bridge over the M4 Motorway;
- 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;
- an initial phase of internal roads with associated drainage, landscape and engineering works and ground reprofiling, between the A327 and the south eastern boundary of the Site.

M4 Motorway and River Loddon Bridge Design

3.15 The proposed bridge over the M4 spans 36m across both carriageways and will be integrated into the landscape up to a height of 7m above the carriageway.

3.16 The bridge crossing over the River Loddon, by contrast, spans 46m over the river at a height of 5m above a pedestrian route to the northern side of the bridge.

3.17 Vehicular, pedestrian and cycle crossings are designed into both bridges to create active travel routes and allow safe passage.

Vehicular access and car parking

3.18 The proposed vehicular accesses to the Site are provided at Lower Earley Way, via a new fourth arm to the Meldreth Way roundabout; at the A327 Reading Road, via a new arm to the Observer Way roundabout; via two new road bridges over the M4 and over the River Loddon; new routes through to the Thames Valley Science Park; safeguarded access route to the south via the Gleeson Land parcel and an initial phase of internal roads with associated landscape and engineering works.

3.19 Car parking proposals are not included in detail but the majority is anticipated to be provided within garages, on residential driveways or parking courts across the Site with on street parking for visitor, car club and non-residential blue badge bays. EV charging will be provided across the Site.

Pedestrian and cycle access and parking

3.20 The established residential area of Earley lies just beyond the M4 and is linked to the Site to the northwest via an existing pedestrian and cycle bridge, enhancing non-motorised connectivity.

3.21 Segregated cycleways will be provided to a high specification along the primary streets, and these will be supplemented by an extensive network of shared use footways / cycleways to run alongside the main highway corridors as well as through areas of green space. Off-road routes follow corridors which respond positively to the WBC's planned Greenway networks (identified

through the WBC Rights of Way Improvement Plan 2020-2030) in the area. A network of other, less formal, paths will also be provided along the peripheries of the development which will complement and enhance the public rights of ways in these areas.

3.22 Cycle parking will be provided in accordance with WBC Standards and will include spaces for larger, adaptable cycles and the long stay spaces will be secure and covered. Additionally, visitor (short stay) cycle parking will also be provided.

Public transport connectivity

3.23 Public transport connections are available nearby. The nearest train station, Winnersh, is approximately 3km to the northeast and offers frequent services between Reading and London Waterloo. Reading station, a key hub in the national rail network, is 7km north, while the new Green Park station is about 6km west of the Site.

3.24 Multiple bus routes already serve the area, with the South of M4 SDL bus service routing through the Thames Valley Science Park (TVSP) and providing regular services to destinations such as Reading town centre, the main rail station, Royal Berkshire Hospital, and the University of Reading's Whiteknights campus.

3.25 The area around the Site has seen significant investment in new pedestrian and cycling infrastructure as part of the TVSP expansion and the broader development of the South of the M4 SDL. This has resulted in excellent levels of walking and cycling connectivity to surrounding communities and key amenities.

3.26 Additionally, new bus routes will be provided through the Proposed Development providing frequent connections to surrounding areas and ensuring sustainable transport options can be provided as part of the Proposed Development.

Servicing and refuse

3.27 The safe delivery, collection, servicing and refuse and recycling arrangements will be provided across the Site. These measures will be incorporated into the design of the proposals at the Reserved Matters stage.

3.28 A servicing strategy will be developed to ensure that delivery and refuse collection activity can be accommodated safely and efficiently. It is anticipated that servicing will be highly managed and conducted in dedicated areas to minimise impact on the public realm.

Drainage

3.29 A Drainage Strategy has been produced by Abley Letchford. Given the application is being submitted in outline, the drainage strategy sets out the drainage design parameters that are proposed to inform the future drainage design and approvals for the Site.

Surface Water Drainage Strategy

3.30 The proposed Drainage Strategy has been developed to achieve the requirements of NPPF and Adopted and Emerging Local Plan policies and foresees the provision of a comprehensive Sustainable Drainage System (SuDS) which is provided as part of the Drainage Strategy submitted as part of this application. The utilisation of SuDS not only provides the benefit of controlling waters at source and online treatment of collected surface water but also allows enhanced aesthetics through improved landscaping, biodiversity, and ecological opportunities.

3.31 Basins will form an integral part of the landscape and will be designed to reflect the landscape typologies within which they are located. Careful integration of landscape and green

infrastructure will further support sustainable drainage objectives, while also contributing to the overall ecological value and visual appeal of the development. For example, within amenity green space, the basins will be designed with side slopes with a maximum gradient of 1 in 5 to provide access for amenity use. Where appropriate and safe to do so, informal seating and steps may be included as well as features to promote play. These basins will be predominantly dry until rainfall events.

3.32 Areas of flood risk (within Flood Zones 2 and 3) are located within the Eco Valley / SANG to the northwest and these will be managed naturally, where possible. No built development is proposed in these areas.

Foul Water Drainage Strategy

3.33 There are no existing foul sewers within the Site and therefore new points of connection will be established. Thames Water sewers are located in Reading Road to the south of the Site. This includes a gravity network discharging to a local pump station with flows ultimately being pumped to the Arborfield Sewage Treatment Works which is located approximately 2km from the Site.

3.34 Due to the topography of the Site and location of the public foul sewer network, wastewater from the Site cannot flow entirely by gravity to the receiving public sewer and a number of pump stations will be required.

3.35 Discussions between Abley Letchford and Thames Water have been taking place since early 2022 to develop the foul water drainage strategy. This initial Pre-Planning Enquiry to Thames Water has established inadequate sewer capacity within the immediate vicinity and known performance issues at the Arborfield Sewage Treatment Works. Discussions are ongoing with Thames Water regarding the extent of additional off-Site sewers or improvements to existing sewers that will be required to provide sufficient capacity to service the development.

3.36 The proposed foul water sewers and pump stations will be designed in collaboration with Thames Water as approving body.

Landscape

3.37 The Landscape Parameter Plan, Illustrative Open Space Strategy and Illustrative Play Strategy details the location, quantum and specification of the open spaces, public realms and play spaces as well as the key landscape features for the Proposed Development.

3.38 The rural landscape, once defined by farmland and woodland, now features elements like the Thames Valley Science Park and nearby roads, altering its character. Key areas of pasture and woodland near the River Loddon will be incorporated into the EcoValley. Southern parts of the Site, with farmland and hedgerows, form a natural boundary and offer visual enclosure of the Site which will be preserved within the new community.

Landscape Strategy

3.39 The Landscape Strategy for the Proposed Development is shaped by a comprehensive assessment of the Site's character, history, and existing biodiversity. It seeks to preserve and enhance the natural qualities of the wider area, particularly focusing on the River Loddon floodplains and the pastoral farmland of the valley terraces. The Illustrative Masterplan and Landscape Parameter Plan demonstrate how the development integrates a diverse range of open spaces, including formal green spaces acting as focal points, and green corridors or 'fingers' that run between and frame development parcels.

3.40 The landscape strategy is rooted in detailed on-Site biodiversity assessments, ensuring all enhancements are informed by the ecological context. Together, these measures aim to deliver a resilient, ecologically rich environment, supporting wildlife, providing recreational opportunities, and reinforcing the area's unique character within the new community. The strategy is centred on creating a well-connected, high-quality environment. The inherent design of the scheme includes the following elements:

- Integrated Pedestrian and Cycle Routes – A comprehensive network of paths will be established, connecting the open spaces within the Site to the wider public rights of way. This encourages walking and cycling as sustainable alternatives to private car use.
- Multi-Functional Green Spaces – A variety of green areas will be provided, supporting children's play, recreational activities, nature conservation, and incorporating Sustainable Urban Drainage Systems (SuDS) to manage water sustainably.
- Tree and Vegetation Management – While acknowledging some necessary removal, the strategy retains the majority of mature trees and hedgerows within the Site and along its boundaries. These will be further enhanced with new planting to support biodiversity and visual amenity.
- Spine Road and Street Trees – Street trees will line the new main route through the Site, establishing a distinctive landscape character and green infrastructure spine.
- Preservation of Quality Trees – Category A and B trees (the most valuable) will be preserved wherever possible and integrated into public spaces, maintaining the Site's natural heritage.
- Public Realm – A blend of high-quality hard and soft landscaping will be delivered, creating attractive, accessible, and legible public spaces throughout the development, including distinctive areas adjacent to new District and Local Centres.
- Biodiversity Enhancement – The existing habitats will be protected and improved, and new habitats created to boost the Site's biodiversity assets. Both natural and semi-natural landscapes will be developed, closely linked with the SuDS and biodiversity strategy.
- SuDS Features – A network of basin features and new ponds will be incorporated as part of the SuDS strategy, using a variety of design approaches to manage surface water sustainably and enhance ecological value.

Suitable Alternative Natural Green Space (SANG)

3.41 The Proposed Development requires the provision of Suitable Alternative Green Space to help protect and reduce recreational demands on the Thames Basin Heaths Special Protection Area (SPA).

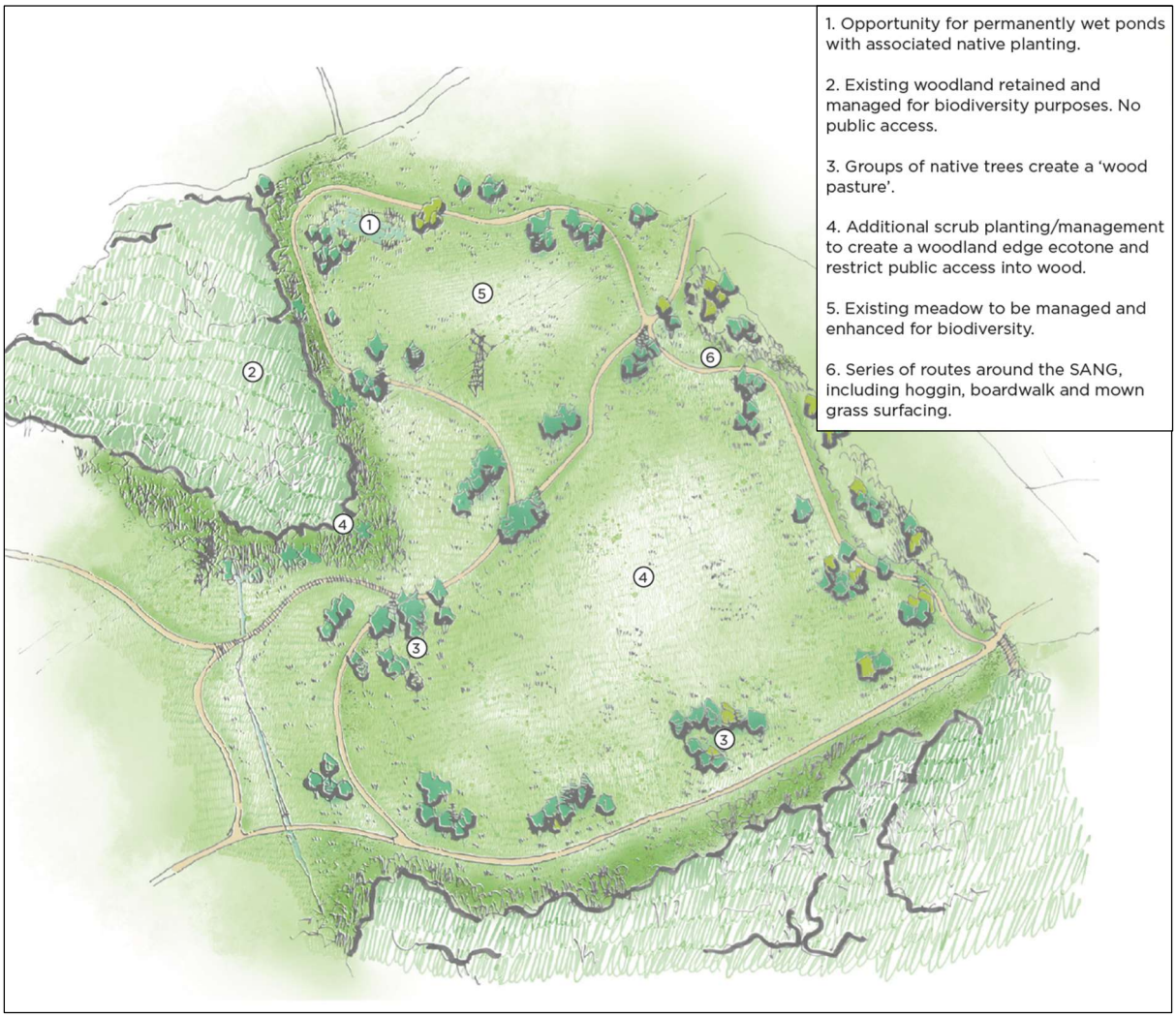
3.42 The SANG needs to provide opportunities for informal recreation and in particular for dog walking with provision of a path network offering a variety of routes, parking facilities and access to spaces where dogs can be safely allowed off lead.

3.43 The proposals provide approximately 40.4Ha of SANG as part of the wider EcoValley, split into two separate components. This exceeds the required area of 34.53Ha.

3.44 The main SANG is to be provided on the Lourdes Meadow part of the Site, with an area of 26.85Ha. A second area of SANG to the eastern part of the Site, beyond the proposed River Loddon bridge crossing provides a further 13.55Ha.

3.45 To allow for a connecting route between these two areas a further 'SANG Link' is to be provided which runs along the river corridor. This provides a further 18.17Ha of accessible green space with a route that weaves through the existing woodland and vegetation.

Figure 3.8 Typical SANG Characteristics (Illustrative)



Energy and Sustainability

3.46 Sustainability, placemaking, and inclusive development form the foundation of resilient, thriving communities. To embed these principles throughout the project, a comprehensive sustainability framework has been established ensuring a considered, responsible, and future-focused approach to planning and delivery. This framework guides every stage of the design and development process, from initial concept through to construction and occupation.

3.47 Underpinned by measurable and ambitious sustainability targets, it ensures each phase not only meets but exceeds the standards required to generate meaningful, long-term benefits for the local community.

Lighting

3.48 The Proposed Development is located in the countryside, adjacent to existing built development at Arborfield, Shinfield and the Thames Valley Science Park. The aim of the lighting strategy is to ensure a safe level of illumination is provided to all areas of the Proposed Development.

3.49 Lighting requirements for areas across the Site have been considered within the lighting strategy including spine roads, bridge crossings, primary, secondary and tertiary roads, parking areas, edge of settlement roadways, sports hub, local centres, education areas, country park.

3.50 The design of these lighting solutions account for best practice for the design of lighting to ensure the lighting requirements for each area adheres to local authority and industry standard guidance. Non-illuminated parameters have been made for locations that are retained green space and where ecological constraints are present.

Construction Duration and Implementation

3.51 The approximate duration of the construction phase is outlined below:

- Construction to commence in 2027
- First occupation in 2028
- Construction to complete in 2042

3.52 Details of measures to protect the environment during the construction of the Proposed Development will be set out in a Construction Environmental Management Plan (CEMP). Measures will address hours of working, noise, vibration, dust, light spill, wheel washing and control of runoff. It is anticipated that the implementation of the CEMP will be a condition of the planning permission and that it will be regularly monitored.

4 Assessment Approach

4.1 In order for the significant environmental effects of the Proposed Development to be identified and assessed, it is necessary to clearly identify all the components of the Proposed Development.

4.2 As the planning application is being made mostly in Outline but with access routes and the SANG provision applied for in full the EIA assesses the construction and operation effects of the Proposed Development through outline parameters (a set of parameter plans, which allow some flexibility for development within defined limits).

4.3 The outline parameters identify the maximum extent of development in order to assess the worst case development scenario. This allows inherent flexibility for future applications within these parameters. This is the ‘Rochdale Envelope’. The Parameter Plans set out the required information to allow the environmental effect of the Proposed Development to be assessed with sufficient certainty.

4.4 Where there is no topic specific guidance available, a generic framework of assessment criteria and terminology has been developed to enable the prediction of potential effects and their subsequent presentation. The development of this framework has drawn upon the experience of Savills and project team of undertaking EIA.

5 The Assessment Team

5.1 The EIA project team is led by consultants Savills, with input from other specialists interna and external to the company. The project team comprises:

Title	Responsibility
EIA Management and Coordination	Savills
Air Quality	RPS
Archaeology	RPS
Built Heritage	RPS
Climate Change & Greenhouse Gases	Savills
Ecology	EPR
Human Health	Savills
Hydrology (including Flood Risk and Drainage)	ALP/RPS
Landscape & Visual Impact	Savills
Noise and Vibration	RPS
Socio-Economics	Savills
Transport & Access	ALP
Summary	Savills

6 Findings of the EIA

Air Quality

6.1 The Air Quality Chapter (Volume 1, Chapter 7 of the ES) sets out the assessment of effects in relation to air quality. The term air quality is a measure used to describe the level of pollutants present within the air.

6.2 A six-month monitoring scheme was undertaken by RPS from 13/02/2025 to 06/08/2025 using diffusion tubes to measure NO_2 concentrations at roadside and background locations across the Site and in the surrounding area. These concentrations were used to inform the baseline environment and verification of the dispersion model.

6.3 The background annual-mean NO_2 concentrations used in this assessment have been derived from the monitoring scheme. The background annual-mean PM_{10} and $PM_{2.5}$ concentrations used in this assessment have been derived from Defra's national mapped modelled concentration estimates.

6.4 The main effect of any dust emissions during the construction phase, if not mitigated, could be annoyance due to soiling of surfaces, particularly windows, cars and laundry and the effects on human health from suspended particulate matter. However, it is normally possible, by implementation of proper control, to ensure that dust deposition does not give rise to significant

adverse effects, although short-term events may occur (for example, due to technical failure or exceptional weather conditions).

6.5 A construction dust assessment for the Proposed Development was undertaken in accordance with national guidance and site-specific mitigation measures recommended. With the implementation of these measures, residual effects are considered to be not significant.

6.6 Emissions of NO_2, PM_{10} and $PM_{2.5}$ generated by traffic associated with the Proposed Development, once operational, could have detrimental effects on surrounding sensitive receptors. The impacts of these pollutants, as a result of the Proposed Development in 2040, have been predicted (using a validated and locally adjusted dispersion modelling study) at surrounding sensitive existing and proposed human receptors and the residual effects are considered not significant.

6.7 Cumulative effects with surrounding developments, including other development parcels associated with the Loddon Valley Garden Village scheme, have also been taken into consideration. Overall, it is concluded that there will be no significant residual cumulative effects during the construction or operational phase of the Proposed Development on surrounding human receptors, alongside other projects.

Archaeology

6.8 The archaeology assessment has been produced in line with relevant legislation, national and local planning policy and guidance produced by Historic England (HE), The Chartered Institute for Archaeologists (CIfA) and the Institute for Sustainability and Environmental Professionals (ISEP).

6.9 The assessment is informed by a baseline including data from Historic England's National Heritage List, the Berkshire Historic Environment Record, historic mapping, LiDAR data, satellite imagery, site visits, geophysical survey and multispectral survey. It assesses the potential effects of the Proposed Development on thirteen archaeological receptors that had been previously identified by the baseline investigation. These archaeological receptors include a Scheduled Monument (namely the former St Bartholomew's Church) and twelve other receptors which are predominantly related to areas of archaeological activity evident in aerial photographs and survey data.

6.10 Potential construction phase effects on archaeological receptors have been identified as soil-stripping and terracing; the cutting of new roads, foundations and services; changes to surface-water or groundwater flows; general hard and soft landscaping of the site; and indirect, non-physical impacts that change the way a receptor is experienced (i.e. Setting impacts).

6.11 The assessment confirms that the former St Bartholomew's Church Scheduled Monument within the Site will not be subject to any direct, physical impacts. However, it does acknowledge that there will be a change to the monument's setting.

6.12 Seven archaeological receptors are located in parts of the Site that will be subject to below-ground impacts. However, it is anticipated that the loss of these receptors through development will be mitigated through a programme of further archaeological evaluation, excavation recording, assessment and publication. All archaeological investigation and recording will be undertaken in accordance with a scope that will be agreed with the Local Planning Authority's Archaeological Advisor.

6.13 Five archaeological receptors are located in an area of the Site that will remain as public open space and no impacts are therefore anticipated for these.

6.14 The assessment concluded that none of the effects on archaeological features would be considered significant in terms of EIA.

Built Heritage

6.15 The built heritage assessment is informed by a baseline Built Heritage Statement including data from Historic England's National Heritage List, the Berkshire Historic Environment Record, historic mapping and site visits. It assesses the potential effects of the Proposed Development on eighteen Listed Buildings, a Registered Park and Garden, two Conservation Areas and three other buildings of historic interest.

6.16 Potential effects caused by the Proposed Development included physical changes through change of use but are predominantly related to how the receptors are experienced (i.e. their setting).

6.17 Five built heritage receptors are located in a part of the Site that is identified for public open space and will effectively preserve their setting and significance. The design also allows for the retention of the immediate setting of the former St Bartholomew's Church and the Simonds Family tomb. Hall Place Farmhouse will also be retained but will see a change of use. Any works related to this change of use will be carried out sensitively and with Listed Building Consent. It is considered likely that this would include a programme of historic building recording carried out in line with guidance provided by Historic England.

6.18 The assessment concluded that none of the effects on built heritage receptors would be considered significant in terms of EIA.

Climate Change and Greenhouse Gases

6.19 The Proposed Development has been assessed in terms of its potential contribution to climate change through greenhouse gas emissions, as well as its resilience to future climate conditions. The evaluation considers both the construction and operational phases, and includes a review of cumulative impacts alongside other developments in the area.

6.20 Currently, the Site comprises farmland and a small number of buildings, including the International Cocoa Quarantine Centre. These existing uses are estimated to produce between 43 and 78 tonnes of carbon dioxide equivalent (tCO_2e) per year. During construction, the development is expected to generate approximately 72,985 tCO_2e in embodied carbon emissions, which equates to around 4.2% of Wokingham's recommended carbon budget for the same period. While this represents a measurable contribution, it is considered to have a minor adverse effect, provided that mitigation measures detailed within the Climate Change Statement are implemented. These measures include the use of low-carbon and locally sourced materials, the application of whole life carbon assessments to guide design and procurement, and the adoption of sustainable construction practices. The assessment also identifies climate risks to the construction workforce, particularly from heat stress during summer months, which are considered moderate and significant but can be reduced to low through health and safety protocols embedded in the Construction Environmental Management Plan (CEMP).

6.21 Once operational, the development will produce emissions from energy use in buildings and transport. Without mitigation, these emissions would have a moderate adverse effect and be considered significant. However, the development incorporates a comprehensive mitigation strategy that includes a fabric-first approach to building design, all-electric heating systems using air or ground source heat pumps, and the integration of photovoltaic panels sized to match operational demand. The potential use of a community energy network or SmartGrid alongside battery energy storage systems are also being explored to optimise energy use and

reduce reliance on the national grid. Infrastructure to support low-carbon transport, such as electric vehicle charging points, cycle parking, and mobility hubs, is included, alongside a Travel Plan to encourage walking, cycling, and public transport use.

6.22 Operational energy emissions for the fully completed development are estimated at 2,611 tCO_2e per year using current emission factors, or 153 tCO_2e per year using projected future factors for 2042. Transport emissions are estimated at 11,140 tCO_2e per year at full build-out. With the proposed mitigation measures, the proposed buildings within the development are expected to achieve operational carbon neutrality.

6.23 The Proposed Development has also been designed to be resilient to future climate risks. These include overheating of buildings, increased flood risk, storm damage, and soil shrinkage leading to subsidence. Overheating is addressed through a combination of passive design measures, such as orientation, shading, and natural ventilation, and active systems like mechanical ventilation with heat recovery and peak lopping, if and where required. Flood risk is managed through a comprehensive drainage strategy that includes Sustainable Drainage Systems (SuDS), attenuation basins, and a sequential approach to masterplanning that concentrates development in areas of lower flood risk. Water efficiency is targeted at 105 litres per person per day, with the potential to reach 85 litres through rainwater harvesting and efficient fittings. Landscape and ecological resilience is supported through drought-tolerant planting and habitat diversification.

6.24 The proposals align with national and local planning policy, including the National Planning Policy Framework (2024), Building Regulations Part L and Part G, the Future Homes Standard (2025), and Wokingham Borough Council's Development Plan and emerging Local Plan. The scheme exceeds current and emerging policy requirements for energy, carbon, water, and climate resilience, positioning LGV as a benchmark for sustainable placemaking.

6.25 In conclusion, the Proposed Development demonstrates a comprehensive and proactive response to climate change. Through integrated mitigation and adaptation strategies, it is expected to minimise greenhouse gas emissions, achieve operational carbon neutrality, and enhance resilience to future climate conditions. The development supports Wokingham's climate goals and contributes meaningfully to the UK's broader net zero ambitions. Mitigation measures will be secured through planning conditions, design codes, and construction management plans, with delivery monitored by the local planning authority.

Ecology

6.26 The EIA has assessed the likely significant effects of the Proposed Development on the environment in respect of Ecology, in line with the Guidelines for Ecological Impact Assessment (CIEEM, 2018).

6.27 Ecological surveys have been undertaken across the Site since 2022 to establish the current baseline and identify important ecological features. These findings of these surveys identified the following important ecological features on-Site: habitats, flora, veteran trees, invertebrates, White-clawed Crayfish, freshwater fish; Great Crested Newt; breeding and wintering birds; bats; Otter and Badger. Furthermore, three statutory designated sites and six non-statutory designated sites are considered to fall within the zone of influence of the Proposed Development due to their location and/or likely sensitivity to a particular impact pathway. These sites are therefore also considered as important ecological features during the impact assessment.

6.28 Likely significant effects arising during the construction phase include disturbance, degradation and damage to habitats and species, direct harm to species, loss/fragmentation of habitats and changes in water quality.

6.29 Mitigation measures to address significant negative effects during the construction phase include the implementation of the CEMP and suitable buffer zones, as well as the drainage strategy to protect important ecological features. Where relevant, suitable licences, including European Protected Species Mitigation Licences, will be obtained and appropriate working method statements will be implemented to protect species against direct harm and prevent damage to sensitive flora.

6.30 An off-site strategy will be used to address the loss of suitable Skylark nesting habitats and wintering farmland bird foraging, ensuring no significant negative effects on the local populations.

6.31 Following the implementation of mitigation, the only significant negative effect during the construction phase is anticipated to be a temporary disturbance to the wintering bird assemblage utilising the floodplains.

6.32 Likely significant effects during the operational phase include an increase in recreational pressure, changes in air quality, urban edge effects, disturbance, predation, increased risk of mortality and the implementation of habitat management plans.

6.33 Mitigation measures to address significant negative effects include the implementation of drainage and lighting strategies, as well as provision of measures within road networks (such as tunnels and modified gully pots) to minimise the risk of mortality.

6.34 The creation of Suitable Alternative Natural Greenspace and access within EcoValley will provide recreational opportunities for new and existing residents, mitigating the impact of recreational pressure both on and off-site. Strategic Access Management and Monitoring (SAMM) contributions will be made towards the Thames Basin Heaths Special Protection Area.

6.35 With mitigation, it is concluded that no residual negative effects remain for the identified important ecological features.

6.36 Following the implementation of habitat creation and management plans, significant positive effects are anticipated for non-statutory designated sites, habitats, flora, invertebrates, White-clawed Crayfish, freshwater fish, Great Crested Newt, breeding birds, wintering birds and bats.

6.37 No cumulative effects are anticipated with respect to ecology for either the construction or operational phases of the Proposed Development.

Human Health

6.38 The human heath assessment considered how the Proposed Development may affect the health and wellbeing of both existing and future communities during its construction and operational phases. The assessment was carried out by Savills' Health and Social Impact Assessment team and draws on related technical studies such as air quality, noise, transport, and socio-economics.

6.39 The community surrounding the Proposed Development, including Wokingham, is characterised by generally good health. Life expectancy is higher than the national average, and rates of chronic illness, hospital admissions, obesity and unhealthy behaviours such as smoking are lower when compared to national averages. The population is slightly older than

average, which links to local health priorities, particularly around supporting healthy independent living for longer and reducing demand on health and social care services.

6.40 A Study Area of 500m from the Site boundary was also used to identify any particularly sensitive groups that could experience disproportionate or differential effects. Eleven places, based on the land uses residential institution; community services; place of worship; education; and medical, were identified as being high sensitivity receptors.

6.41 The baseline local healthcare core capacity shows that GP services near the Proposed Development (within walking distance of 1.2 miles) do not have additional capacity, although there is slightly more capacity within a 3-mile radius. This context is important when considering and mitigating the potential impact of the development on local health infrastructure.

Construction phase

Health effects from changes in air quality

6.42 Changes in air quality (including dust emissions) from general on-site construction activities would be managed through mitigation measures outlined in the Dust Management Plan and the Construction Environmental Management Plan (CEMP). The associated impact on human health for the general population would be negligible and not significant, and for the high sensitivity receptors would be minor adverse, which is not significant.

Health effects from changes in noise exposure

6.43 Construction noise and vibration impacts would be controlled as far as reasonably practicable through the implementation of the CEMP. Additionally, any increase in noise from on-site construction activities would be temporary and intermittent. The temporary changes in the noise environment reported from on-site construction activities and construction traffic would not be of a magnitude, timing or duration to cause any adverse change in health outcomes across the ward study area population. The associated impact on human health for the general population would be negligible and not significant, and for the high sensitivity receptors would be minor adverse, which is not significant.

Health effects from changes in transport nature and flow rate

6.44 During construction, the development would generate a modest increase in traffic, including Heavy Goods Vehicles, but the overall change is less than 2% compared to baseline flows. This is considered negligible and unlikely to significantly affect pedestrian safety, delay, or severance. Minor impacts on pedestrian amenity may occur but would be mitigated through a CEMP. Health for the general population would be negligible and not significant, and for the high sensitivity receptors would be minor adverse, which is not significant.

Health effects from changes in socio-economic factors (income and employment)

6.45 Construction related employment would have beneficial impacts on the local economy and would have associated health and wellbeing benefits at the individual level, but not the population-level, limiting the significance of these benefits. Construction related employment would have a minor beneficial effect on human health, for both the general population and the high sensitivity receptors, which is not significant.

Operational phase

Health effects from changes in air quality

6.46 Operational changes in air quality are negligible, fall well within the relevant air quality objective thresholds set to be protective of the environment and human health at all existing receptors, with the exception of one receptor showing a moderate increase in particulate matter. Overall, the impact on human health arising from changes to air quality would be negligible for the general population, which is not significant and minor adverse for high sensitivity receptors, which is also not significant.

Health effects from changes in noise exposure

6.47 Noise from road traffic, fixed plant, and sports facilities will be managed through design and layout, and no significant impacts are anticipated. Overall, the impact on human health would be negligible for the general population, which is not significant and minor adverse for high sensitivity receptors, which is also not significant.

Health effects from changes in transport nature and flow rate

6.48 Traffic increases on several road links may lead to minor adverse effects such as severance, pedestrian delay, and fear or intimidation. However, planned mitigation (such as new crossings, footways, and cycleways) is expected to improve connectivity and reduce these impacts and improve access to local services. Some residual minor effects may remain on specific corridors, but overall, transport-related health impacts are minor and not significant.

Health effects from changes in socio-economic factors (income and employment)

6.49 Due to the long-term and permanent nature of the development, and on the basis that a relatively small number of direct and indirect jobs would be provided in addition to an increase in local expenditure associated with the new population, operational related employment would have a minor beneficial effect on human health, for both the general population and the high sensitivity receptors, which is not significant.

Cumulative effects

6.50 The impact of cumulative health effects from changes in air quality, noise exposure, transport nature and flow rate, and socio-economic factors has been considered.

6.51 For the construction phase, cumulative human health effects relating to changes in air quality, noise exposure and transport nature and flow rate would remain the same as for the Proposed Development in isolation. With appropriate coordination and mitigation, such as shared dust and noise controls, no significant cumulative health impacts are expected. Cumulative human health effects relating to changes in socio-economic factors are expected to have a minor beneficial effect, which is not significant.

6.52 For the operational phase, cumulative human health effects relating to changes in air quality, noise exposure and socio-economic effects would remain the same as for the Proposed Development in isolation. Cumulative human health effects relating to changes in socio-economic factors are expected to have a minor beneficial effect, which is not significant.

Conclusion

6.53 The assessment finds that the Proposed Development is unlikely to result in any significant adverse health effects. The Proposed Development offers opportunities to promote health and wellbeing through thoughtful urban design, improved infrastructure, and local job creation. No

additional health-specific mitigation measures are required beyond those already embedded in the planning and design process.

Hydrology (including Flood Risk & Drainage)

6.54 This assessment covered four areas including Flood Risk and Drainage, Hydrogeology, Water Framework Directive and Water Resources.

Flood Risk and Drainage

6.55 Within the area of interest are a number of watercourses, both Main River and Ordinary Watercourses. To establish the flood risk baseline data has been obtained from the Environment Agency (EA) and Wokingham Borough Council (WBC) as the Lead Local Flood Authority (LLFA). Readily available data from other sources has also been reviewed alongside extensive site visits. In addition, detailed flood modelling has been completed to produce both fluvial and direct rainfall models within the area of interest. The existing drainage regime has been established through site observations, review of Site based ground investigations and analysis of readily available data.

6.56 The areas for development have been located in areas where flood risk is low from all sources. Whilst there are some elements of infrastructure that will necessarily cross flood risk areas, these have been kept to a minimum in the context of other constraints. In these areas flood mitigation measures have been identified and will be delivered through the design strategy and provision of floodplain compensation. A key component of the development is the surface water and foul water drainage strategy. As areas are developed the necessary drainage infrastructure will be provided, For surface water runoff this will take the form of SuDS which intercept the runoff and rainfall and ultimately convey it to strategic basins which then discharge into the local watercourses, following the natural drainage regime. The discharge will be restricted to the existing greenfield runoff rates, ensuring that there is no impact on the flow regimes in the receiving systems and providing betterment over the long term, when climate change impacts will take effect.

6.57 Potential impacts on localised flood risk and on the local drainage regime during construction will be managed through the provision of a Flood Management Plan and Construction Environmental Plan.

6.58 The development strategy, through adopting a sequential approach, and with the provision of flood mitigation where needed, ensures that there will be no significant impact of the proposed development on the flood risk regimes within the site and surrounding area. Likewise, the drainage strategy, through managing surface water runoff in a manner to replicate the natural drainage regimes will cause no adverse impacts on Site or in the surrounding area and may in fact provide a long term betterment.

Hydrogeology

6.59 A hydrogeological risk assessment was undertaken to assess the risks of the Proposed Development to groundwaters and groundwater receptors, such as surface watercourses, springs, private water supplies and groundwater dependant ecosystems. Geology at the site is dominated by the London Clay Formation which does not form an aquifer and superficial deposits, mainly gravel which form minor aquifers. Major receptors of groundwater effects identified in the assessment included the River Loddon, Barkham Brook and wetlands within the floodplain of the River Loddon.

6.60 Potential impacts from the construction phase were identified with the largest potential impact being the mobilisation of pollutants from spills, such as fuels and lubricants through

groundwater to receptors. This impact could be mitigated through the production of a pollution prevention plan. No residual construction phase impacts are anticipated after the mitigation measures are implemented.

6.61 Potential operational impacts on groundwater were identified in the assessment. Where currently permeable land is to be replaced with hardstanding, recharge rates to the superficial aquifers may be reduced meaning less rainwater reaches receptors. The permeable volume of the superficial aquifers may be reduced where gravels are excavated and replaced with less permeable material. These impacts can be mitigated by ensuring surface water drainage systems follow pre-development topography and by ensuring that where gravels are excavated, replacement material preserves permeability. After the implementation of these mitigation measures no residual impacts are anticipated.

Water Framework Directive

6.62 The risk of deterioration of the Water Framework Directive (WFD) status of waterbodies as a result of the Proposed Development have been assessed. The WFD is a legal framework for ensuring the protection of the water environment. Major water environment receptors such as reaches of rivers, marine areas and aquifers are designated as “waterbodies” under the WFD and classified in quality according to several classification “elements” such as biological quality, physical chemistry, hydro-morphology and concentration of hazardous chemicals. To comply with the WFD, developers must demonstrate that developments will not cause a deterioration in status of any of the classification elements in waterbodies that could be affected by the scheme. Where an impact on any waterbody is anticipated, mitigation measures must be put in place to ensure there is no deterioration of WFD status within each of the classification elements.

6.63 A WFD assessment was undertaken for the scheme according to guidance set out by the Environment Agency who are responsible for implementation of the WFD. A screening assessment identified three surface water bodies and one groundwater body that could be affected by the proposed scheme.

6.64 Potential WFD impacts from the construction phase were identified and related to works within the channel such as the construction of drainage outfalls, bridges and culverts. It was anticipated that works in the channel could disrupt habitats and natural river processes within the channel and the floodplain. It was recommended that the construction phase impacts could be mitigated by reinstating any bed and bank habitat lost during construction and the inclusion of native substrates (sediment) and emergent plants. Where culverts are installed, it was recommended that the gradient of the channel is preserved wherever possible. No residual impacts to WFD status are anticipated after the implementation of these measures.

6.65 Potential WFD impacts from the operational phase of the scheme were identified and included increased shading of watercourses by structures such as bridges and culverts, loss of river habitat from works within the channel and changes to downstream hydro-morphology. It was recommended that these impacts could be reduced by setting bridge piers back where possible to reduce shading, installing fish and invertebrate refuge structures at outfalls and embedding culverts with a natural substrate (sediment) bed. A 20-meter buffer was also recommended between the bank top and the proposed active travel routes. No residual impacts to WFD status are anticipated after the implementation of these measures.

Water Resources

6.66 The baseline has been established through obtaining and reviewing the local asset plans and information on sewers within the site and wider area. Thames Water data has been assessed

and is presented in the Drainage Strategy report and confirms that there is a limited network of foul water sewers within the site and surrounding area. There is also a potable water network within the Site.

6.67 As part of the development strategy there will be considerations to help realise opportunities for water efficiency across the site. The foul water drainage system will be developed to complement local topography such as to minimise pumping requirements.

6.68 Any impacts during the construction work on water resources will be very limited and are deemed to be overall negligible. Operational effects will primarily be related to the provision of new infrastructure to provide foul water drainage through provision of a pumped system and a potable water supply but will be managed by works by Thames Water to address the capacity shortfall in the existing network off site.

Landscape and Visual Impact

6.69 The Landscape and Visual chapter assessed how the Proposed Development may affect the landscape and views in and around the Site. The chapter assesses:

- Changes to the landscape character (how the area looks and feels)
- Effects on landscape features (like trees, hedgerows, and watercourses)
- Effects on visual amenity (how the development may be seen from public viewpoints)

6.70 The development incorporates inherent mitigation measures to help avoid impacts on key landscape characteristics and sensitive views. This has included focussing development within an area currently occupied by arable farmland within the centre of the site, enabling it to be surrounded by an extremely generous area of open space. The housing layout has been designed to respect the landscape and views, especially the River Loddon corridor and will conserve existing footpaths.

6.71 The new open space includes the 194ha Eco Valley which includes a SANG as well as extensive areas of meadows and woods along the floodplain of the River Loddon. The design will also include a network of green corridors and spaces throughout the village that will accommodate existing Public Rights of Way, trees and hedgerows and providing new recreational opportunities such as play areas, parks and allotments. The spaces and streets will accommodate the planting of thousands of new trees.

6.72 In summary, mitigation measures will include:

- Retaining and enhancing existing vegetation, including new meadows.
- Creating new green spaces, including planting thousands of new trees.
- Conserving public footpaths and improving access.
- Effects on Designated Landscapes

6.73 The Site is partly covered by a draft local landscape designation - the ‘River Loddon Valued Landscape’. Given that this designation partly covers areas proposed for housing within the southern and western part of the site, the development would result in changes in the land use from farmland to housing here which would have a significant (moderate) adverse impact on this draft designated area.

6.74 The Site is not covered by any national landscape designations. Whilst the Bearwood College Registered Park and Garden is located to the immediate north-east of the Site there would be no significant effects on this land, due to the benefits of screening by existing vegetation and the presence of the existing football training grounds there.

6.75 No ancient woodland or trees covered by Tree Preservation Orders will be removed.

Effects on Landscape Character and Features

6.76 The site lies within a rural valley landscape, mainly used for farming, with areas of woodland, hedgerows, and water features like the River Loddon. The site includes a number of public rights of way connecting the nearby settlements of Arborfield, Shinfield, the Thames Valley Science Park, Carter's Hill and Sindlesham, however large areas of the Site (especially close to Earley and the northern part of the proposed Eco Valley) currently have no public access. The proposed Garden Village provides the opportunity for enhancements to access and movement.

6.77 Significant landscape effects will comprise the loss of arable farmland to make way for housing and infrastructure and the introduction of a new road and two vehicular bridges through the northern part of the Site.

6.78 These effects will be balanced by significant landscape benefits however, with the creation of areas of new accessible open space will be created, including a large Eco Valley and Suitable Alternative Natural Greenspace (SANG) to enhance biodiversity and public access.

Visual Effects

6.79 The Site is well screened by trees and its valley floor location, so views from the wider area are limited. Impacts are further limited by the relative lack of people living in and using the adjacent area.

6.80 Significant changes to public views would only be experienced by users of Public Rights of Way immediately adjacent to the Site, such as Betty Grove Lane (Sindlesham) and Julke's Lane (Carter's Hill) together with views from the Public Rights of Way within the Site itself, which include byways connecting Carter's Hill with Hall Farm to the west and Arborfield to the south.

6.81 Whilst the proposed road bridge and spine road connection to Lower Earley Way would be clearly visible to users of a short stretch of the M4 and Lower Earley Way, the effects would not be significant, given that the existing views are already dominated by highway infrastructure and are generally viewed from vehicles.

Cumulative Effects

6.82 When considered alongside other nearby developments, the overall impact is not expected to be significantly greater however, due to lack of visual and physical connection.

6.83 The only nearby relevant developments being the additional housing areas at Loddon Garden Village to the north and east of the University land. To the north, the Hatch Farm proposals would have limited intervisibility with the Proposed Development, as would the proposed Gleeson land to the south-east. Taken together, all three parts of the Garden Village would inevitably result in a greater loss of arable and modified grass fields.

6.84 In summary, whilst there will be some localised adverse residual effects on landscape character and views, these will generally relate to features within the Site itself or immediately adjacent to its boundaries. The landscape will also be associated with some long-term benefits, comprising:

- Improved access to nature and recreation.
- Landscape enhancements within the Eco Valley and SANG areas.
- Creation of a distinctive and attractive new village setting.

Noise and Vibration

6.85 This chapter explains how noise and vibration from the Proposed Development have been carefully assessed to protect both current neighbours and future residents. The main sources of noise and vibration are expected to come from construction activities (short-term), the operation of new plant or machinery, and increases in road traffic (long-term).

6.86 A noise and vibration assessment has been undertaken to determine the potential effects of the Proposed Development on the noise and vibration climate in the area during both the construction and occupational phases. In addition, the Site includes proposed noise-sensitive development (the school and residential areas) and an assessment of the suitability of the Site for these uses has also been included.

6.87 The existing noise climate on the Site is dominated by road traffic from the M4 to the north and Mole Road to the south-east. There are no perceptible sources of vibration.

6.88 An acoustic model and studies of existing noise recorded in the vicinity of the site have been used to predict the likely noise impact on the development. The assessment compares the 'with' and 'without development' situations to determine the impact due to development related traffic noise.

6.89 It is possible that the noise effects of construction close to the receptors nearest the site boundary could result in a minor adverse effect at times. However, when the detailed design is prepared, mitigation would be specified as appropriate to enable the contractor to prepare detailed method statements. In line with a Construction Environmental Management Plan (CEMP), construction works will be undertaken according to 'best practicable means' which ensure that methods employed on the site are "reasonably practicable having regard amongst other things to local conditions and circumstances, to the current state of knowledge and to the financial implications". Construction noise levels may also be managed through close liaison with the local community to determine, for example, whether respite periods from the works would be advantageous. This may, for example, include undertaking the works based on a '2 hours on and 2 hours off' approach for noisy works. However, this can elongate the construction period which may be against the wishes of local residents who would prefer a shorter period of higher noise levels. Hence, it is essential that the contractor(s) engage with the local community prior to construction.

6.90 Vibration levels generated during the construction phase may be perceptible during periods when plant is working close to a receptor. However, these periods are expected to be very short in duration and can generally be tolerated with prior warning and good communication between the contractor and the local community. During worst-case construction works a minor adverse effect has been predicted.

6.91 The acoustic model has been used to predict the likely noise environment in the new dwellings and their gardens, at and around the proposed new schools, and at the existing properties nearest to the site, taking into account the change in road traffic.

6.92 Based on the assessment, conventional construction would be suitable for the guideline noise levels to be achieved across the majority of the residential development, which can be confirmed during detailed design in order to ascertain the exact acoustic specification

requirements for the final layout of housing, window sizes and internal living areas. Similarly, orientation and façade specification for the proposed educational buildings can be resolved at this stage. Outdoor noise levels would be suitable across the site other than at proposed dwellings closest to the M4 and along Mole Road where the main garden areas should be positioned to the rear (south for M4 and north-west for Mole Road) and where gaps between buildings should be minimised.

6.93 For the existing noise sensitive receptors, the change in noise levels on local roads has been assessed. The results of the assessment show that the increase in noise levels due to road traffic are likely to be negligible.

6.94 During the occupation phase of the Proposed Development, it is expected that there will be external plant items associated with aspects of the non-residential uses of the Proposed Development. Noise emission limits have been provided for these plant items which would be translated to a planning condition. The noise emission limits reduce the likelihood of adverse noise impacts associated with external plant.

6.95 During the occupation phase, the vehicles associated with the Proposed Development will be using the surrounding roads which has the potential to change noise levels in these areas. An assessment has been undertaken using information from the project's transport consultants to determine the change in noise levels on these roads which has shown that there will be very small changes, both increases and decreases. The changes will be negligible to minor.

6.96 The cumulative noise and vibration effects of the Proposed Development and committed developments in the area is predicted to be negligible.

Socio-economics

6.97 The population in the Study Area (Wokingham) is around 177,500 people. In 2021, the proportion of the working age group (16-64) in the Study Area was 62%, the same as the South East but lower than the national average (63%).

6.98 The average household size in the Study Area is 2.57, slightly higher than the average England household size, 2.41.

6.99 The economic activity rate for residents of working age (16-64) in the Study Area is 83.2%, which is higher than the South East (81.6%) and England (78.9%).

6.100 The employment rate in the Study Area (79.4%) is higher than the regional (78.7%) and national averages (75.7%). The number of unemployed[2] people aged 16-64 in the Study Area is 3,800. The proportion of residents that are economically inactive[3] in the Study Area (16.8%) is slightly lower compared to the region (18.4%), while both are lower than the nation (21.1%).

6.101 Within the Study Area, the construction sector employs around 4,100 people and makes up 2.7% of the total labour force, which is lower than the national average (3.6%).

[2] Individuals who are economically active, but not employed and actively looking for work
[3] Individuals who are not employed and not actively seeking work

6.102 Overall, residents of the Study Area are better skilled compared to regional and national averages, with the qualifications level of people aged 16-64 in the Study Area higher than in England and the South East.

6.103 There is a need for 781 dwellings to be delivered per annum in the Study Area between 2023-2040. In the short term, it is considered that the supply of land is insufficient to meet these needs, with a land supply of 1.7 years.

6.104 Wokingham is the second least deprived Local Authority in England.

6.105 There are no standalone nurseries within 2km of the Site, however there are two primary schools with nurseries with 2km. There are nine primary schools within 3.2km of the Subject Site (with spare capacity for 186 places) and six secondary schools within 4.8km of the Subject Site (with spare capacity for 609 places). There are four community halls within 2km of the Site.

6.106 The Study Area has an array of open and green spaces, with good access to open countryside. Compared to minimum requirements per person, Study Area has a significant surplus of 'parks and public gardens', 'outdoor sports facilities' and 'natural / semi natural greenspace'. 'Parks and public gardens' have a surplus of 40.3 ha, 'Outdoor sports facilities' have a surplus of 178 ha, and 'natural / semi natural greenspace' has a surplus of 1,586 ha.

6.107 The Study Area's population is anticipated to reach 192,000 people by 2045, with total employment in the Study Area forecast to grow by 24,500 by 2045.

6.108 It is estimated that the construction phase of the Proposed Development would generate 340 on site construction jobs per year on average over a 15-year construction period, with 195 net additional on and off-site jobs generated for residents of the Study Area.

6.109 Once operational, the Proposed Development would generate 1,335 on site jobs with 1,160 net additional on and off-site jobs generated for residents of the Study Area.

6.110 The Proposed Development will provide 2,800 dwellings, which represents around 21% of the Study Area's requirement between 2023 and 2040.

6.111 It is estimated that a need for 140 Early Years childcare places will be generated by the Proposed Development. The Proposed Development is not expected to deliver any nursery or day care places, however new primary schools are typically expected to include nursery provision, which would contribute to meeting demand from the Proposed Development. In the absence of additional provision, the new demand from the Proposed Development would put pressure on the two nurseries located within 2km of the Site.

6.112 It is estimated that a need for 868 primary school places will be generated by the Proposed Development. The Proposed Development will provide 2 x 3 FE primary schools, with a capacity for 1,260 pupils10. It is estimated that there would be a surplus of 392 primary school places as a result of the Proposed Development (capacity of 1,260 compared to a need of 868.). Therefore, the provision of 2 x 3 FE primary schools would meet the need arising from the Proposed Development while expanding existing capacity locally for future developments nearby, to 578 places (2.75 FE).

6.113 It is estimated that a need for 392 secondary school places will be generated by the Proposed Development. The Proposed Development will provide a 1 x 8 FE secondary school with a capacity for 1,200 pupils. It is estimated that there would be a surplus of 808 secondary school places as a result of the Proposed Development (capacity of 1,200 compared to a need of 393). Therefore, the provision of an 8 FE secondary school would meet the need arising from the

Proposed Development while expanding existing capacity locally for future developments nearby, to 1,417 places (9.4 FE).

6.114 The Proposed Development will deliver 79.4 ha of natural green space, 18.2 ha of civic greenspace, 9.2 ha of parks and gardens, 14.7 ha of outdoor sports facilities, 2.2 ha of civic space, a 0.4 a cemetery, 4.5 ha of gardens and allotment, 0.35 ha of community orchards, and 1.68 ha of play space provision. The Proposed Development's provision meets or exceeds the requirement in all open space types.

6.115 The Proposed Development will deliver 2,600 sq. m. of community space through the community hub (2,500 sqm), and the Country Park Pavillion (100 sqm). According to community space delivery benchmarks a minimum community space delivery of 437 sqm would be required. As such there will be 2,116 sqm of community space above the minimum requirement delivered by the Proposed Development to serve the wider population in the local area.

6.116 The assessment concluded that there would be no significant effects during the construction phase.

6.117 During the operational phase the Proposed Development is estimated to have a beneficial effect on the existing and future residents of the Housing Market Area looking for a dwelling in the area. This could result in a permanent beneficial, which is significant in EIA terms. The Proposed Development is also estimated to have a beneficial impact on residents seeking access to open space. This could result in a permanent beneficial, which is significant.

Transport and Access

6.118 The Transport ES chapter evaluates the potential for adverse effects of the Proposed Development in terms of transport and highways, during both the construction and operation phases of the Proposed Development. Transport and Highways within the chapter is defined as the effects from additional traffic creating undue severance of communities, road safety issues, fear and intimidation of road users, additional delays to pedestrians, cyclists and vehicle users as well as the general amenity for journeys by foot and cycle.

6.119 The study area for the assessment was established as part of the scoping exercise undertaken with Wokingham Borough Council. It encompasses the road corridors within the immediate vicinity of the development frontage including Arborfield Road, Shinfield Eastern Relief Road, Lower Early Way, Mill Lane and Mole Road. It also includes road links along the wider highway network to ensure that areas which might experience significant changes in traffic flows are appraised.

6.120 The assessment has been undertaken with reference to national and local policy and in accordance with the Institute of Environmental Management and Assessment (IEMA) Guidelines. Use has been made of Wokingham Borough Council's Traffic Model in order to establish future year traffic flows for scenarios with and without the development. This approach ensures that the appraisal of traffic impact is undertaken in a comprehensive manner that fully allows for background traffic growth, committed development and other planned growth in the area.

6.121 The baseline conditions in the vicinity of the Site were established following extensive site visits as well as using existing publicly available information relating to public transport routes, walking and cycling networks and facilities in the vicinity of the site. Accidents records were also obtained from Wokingham Borough Council to assist with the appraisal of effects on road safety.

6.122 The appraisal evaluates the changes in traffic flows that would occur within the study area during the construction phase and also when the Proposed Development is fully built out and operational. When assessing the potential for adverse effects, account is taken of the magnitude of change in the context of the sensitivity of each location. For example, a moderate increase in traffic flows along a typical area of highway network may become more significant if it were to occur in a location near to a school where pedestrian activity would be higher.

6.123 A number of mitigation measures are inherent within the Proposed Development and are therefore already accounted for within the assessment. This includes the new river crossing of the Loddon and bridge over the M4 motorway corridor, which will not only act to facilitate the broad dispersal of development traffic but also offer the opportunity for some background traffic to re-route through the development and thereby provide some relief to adjacent areas such as within and around Sindlesham and Shinfield. Similarly, the significant package of off-site highway improvements that will accompany the Proposed Development is reflected within Wokingham Borough Council's Traffic Model which has been used to derive the future year 'With Development' flow scenarios.

6.124 During construction, the nature of HGV trips associated with the construction activities is such that it has the potential to create a minor adverse effect in terms of pedestrian amenity along the surrounding network. The analysis has also identified a potential for minor adverse effects to driver delay during the construction of the access junctions. The implementation of the Construction Environmental Management Plan will help to mitigate these adverse effects which are temporary in nature.

6.125 The transport and traffic effects during the operational phase of the Proposed Development include a potential for some minor adverse and moderate adverse effects in terms of driver delay, non motorised user delay and non motorised user amenity along some areas of the surrounding network. There is also the potential for some minor adverse effects in terms of community severance and fear and intimidation.

6.126 The Proposed Development does however include mitigation measures that are aimed at encouraging journeys by active travel and public transport modes as well as improvement schemes to better cater for pedestrian and cycle journeys to and from destinations beyond the Site. When account is taken of the mitigation measures, the residual adverse effects are reduced to being of only minor significance. Indeed, there are instances where the mitigation schemes would result in some beneficial effects, particularly resulting from the proposals to improve pedestrian and cycle connectivity along the surrounding networks.

6.127 Use of the Wokingham Borough Council Traffic Model ensures that the assessment takes full account of committed and planned development and is therefore already inherently representative of a cumulative assessment. Notwithstanding, a further scenario has been appraised which also includes the traffic flows that reflect the full build out of all areas of the Loddon Valley Garden Village allocation site. The findings of this ancillary scenario are comparable to the Proposed Development assessments; namely transport and highway effects that range from minor adverse effects to moderate beneficial effects.

7 Cumulative Effects

7.1 The assessment has considered the potential for effects in combination with the other proposed developments within the area. The schemes considered within the cumulative assessment were identified through a review of planning applications within circa 5 km.

7.2 Given the context of the Site within the LVGV SDL, a cumulative assessment scenario consisting of the Proposed Development plus the LVGV SDL was assessed, prior to the

assessment of other committed schemes within the area using the following assessment scenarios:

- The Proposed Development + wider development within the Loddon Valley Garden Village Strategic Development Location ('LVGV SDL')
- The Proposed Development + LVGV + wider Cumulative Development

7.3 In summary, cumulative effects are negligible or not significant across most chapters:

- Air Quality effects will be managed during construction through a CEMP, resulting in negligible, not significant effects. Effects during operation are considered to not be significant at human receptors;
- Archaeology is site-specific with no expected cumulative impacts from either LVGV or wider committed development during construction and operation;
- Built Heritage effects are not anticipated from either LVGV or wider committed development during construction and operation;
- Climate Change and GHGs effects are within local carbon budgets if mitigation is followed for both LVGV and wider committed development;
- Ecology shows no further negative effects on wintering wildfowl or other features however, temporary negative effects may be possible during construction. This does not continue through to operation;
- Human Health effects are not expected during construction however, beneficial effects in terms of socio-economics are expected. During operation, further beneficial effects are expected on socio-economics and non-motorised user amenity, with negligible effects on human health receptors in highways in terms of transport nature and flow rate, Non-Motorised Vehicle delay, and fear and intimidation;
- Hydrology effects result primarily from wastewater and potable water demand which is catchment wide and therefore, the responsibility of Thames Water to ensure development can be accommodated. Nevertheless, with the implementation of the foul drainage strategy effects can be mitigated so that cumulative effects are negligible;
- Landscape and Visual Impact effects shows no significant cumulative effects;
- Noise and Vibration effects are controlled via best practice and CEMP, with operational effects ranging from negligible beneficial to significant adverse. Although coinciding earthworks effects are temporary adverse for developments within 600m of the Site, further than 600m there will be no adverse effects;
- Socio-economics benefits result from construction and operational employment, housing delivery, educational provision (with minor early years shortfall (permanent adverse of slight significance) but surplus in primary (2 x 3FE resulting in 1,260 places) and secondary places (1 x 8FE resulting in 1,200 places)), significant open space, and community infrastructure;
- Transport and Access effects—including increased traffic, minor delays, and changes affecting non-motorised users—are generally minor or negligible, with some localised adverse and beneficial effects mostly mitigated by planned junction improvements,

crossings, and traffic management measures. Further assessment of some links are necessary.

8 Conclusion

8.1 The ES has considered how the environment and the local community would be affected by the Proposed Development.

8.2 A range of likely effects have been predicted to occur as a result of the Proposed Development, both beneficial and adverse, and mitigation measures have been identified either within the scheme design or additionally to minimise or offset identified adverse effects where possible.

Next Steps

8.3 The ES has been submitted alongside other documents in a planning application to the Council. Prior to making a decision, the Council will consult with relevant statutory and non-statutory bodies for advice on the proposals. Members of the general public are also welcome to make comments on the application during this time. The feedback from these consultations will be taken into account by the Council in reaching their decision.

8.4 The Environmental Statement and other planning application documents can be viewed on the Council's planning applications website:

https://www.wokingham.gov.uk/planning/existing-planning-applications

8.5 A copy of the Environmental Statement on USB flash drive is available at a charge of £25.00. Enquiries in respect of these or printed copies of the ES and Appendices should be made to Savills: *UK_SouthamptonPlanning@savills.com*, or alternatively, telephone 01202 856 800.

8.6 Should interested parties wish to make representations on the content of this ES, they should be made in writing by post or by email at:

planning.enquiries@wokingham.gov.uk

Wokingham Borough Council

Shute End

Wokingham, Berkshire

RG40 1BN

0118 974 6000

8.7 Alternatively, representations can be made online by following instructions at:

https://www.wokingham.gov.uk/planning/existing-planning-applications/comment-planning-application

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