

TVSP Link Road

EIA Conformity Note

March 2026

Prepared on behalf of



**University of
Reading**

savills

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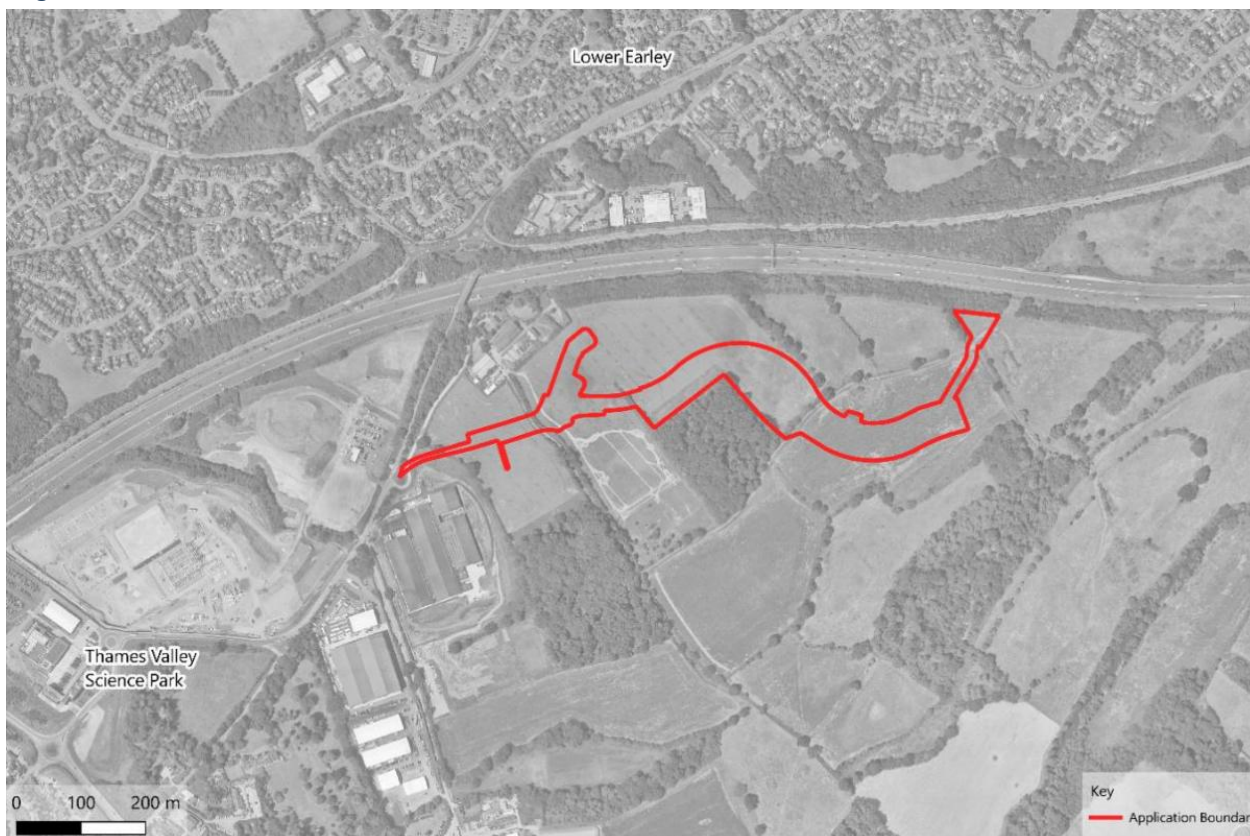
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EIA Conformity Note

1. Introduction

- 1.1 This EIA Conformity Note has been produced by Savills with technical input from the project team. It is prepared in support of a Full Planning Application to be submitted by University of Reading (the 'Applicant', 'UoR') for the development proposals for a new Link Road (the Proposed Development) at the Thames Valley Science Park (TVSP).
- 1.2 The red line boundary for the Site is shown in Figure 1.1 below, with a total Site area of approximately 5 hectares (ha).
- 1.3 The description of development for the application is:
"Full planning permission for the construction of a Spine Road linking Cutbush Lane East through Thames Valley Science Park (as promoted under Local Plan Update Policy SS13). This would connect to the wider infrastructure for Loddon Valley Garden Village, under consideration for application refs: 232995 and: 252498. The application includes full details of access points into the promoted Science Park land. In addition, full details of a new foul water pumping station together with access to the proposed facility. The application includes landscaping, surface water attenuation and other associated works."
- 1.4 Further details of the Proposed Development are set out within Section 2 of this report.

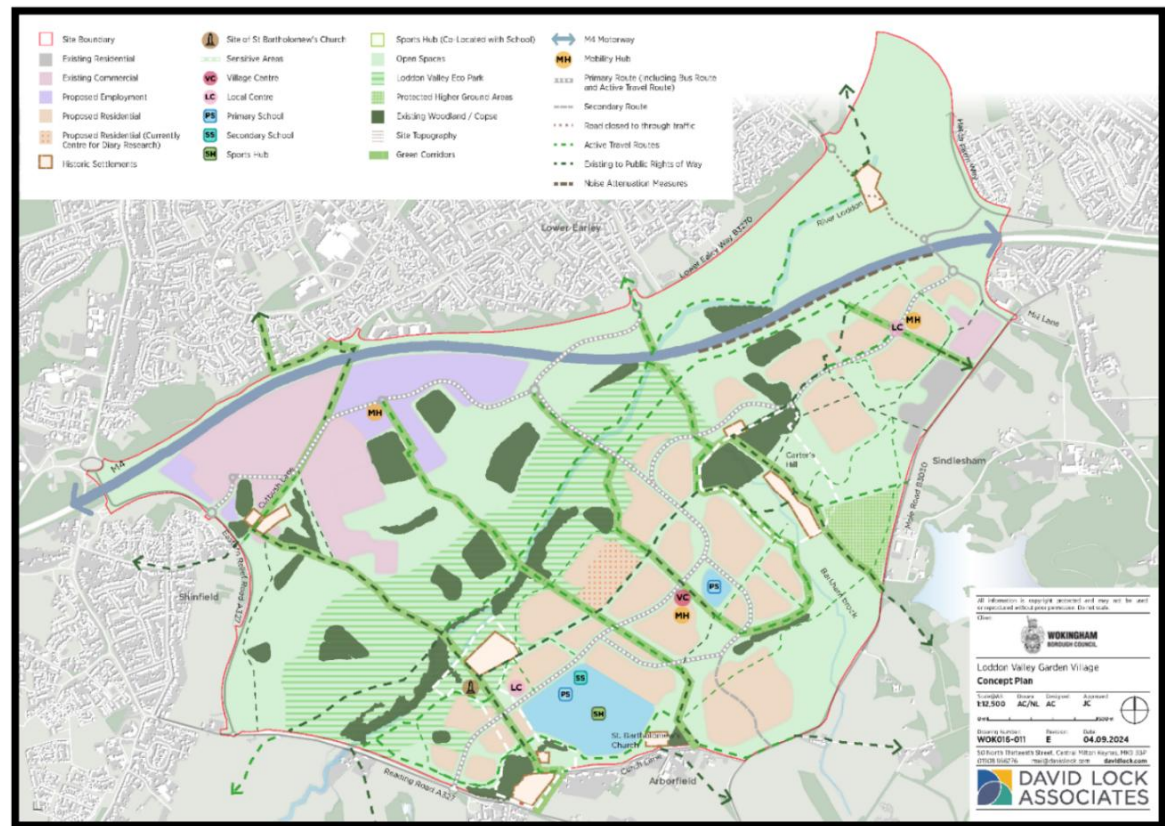
Figure 1.1 Site Redline Plan



Planning and EIA context

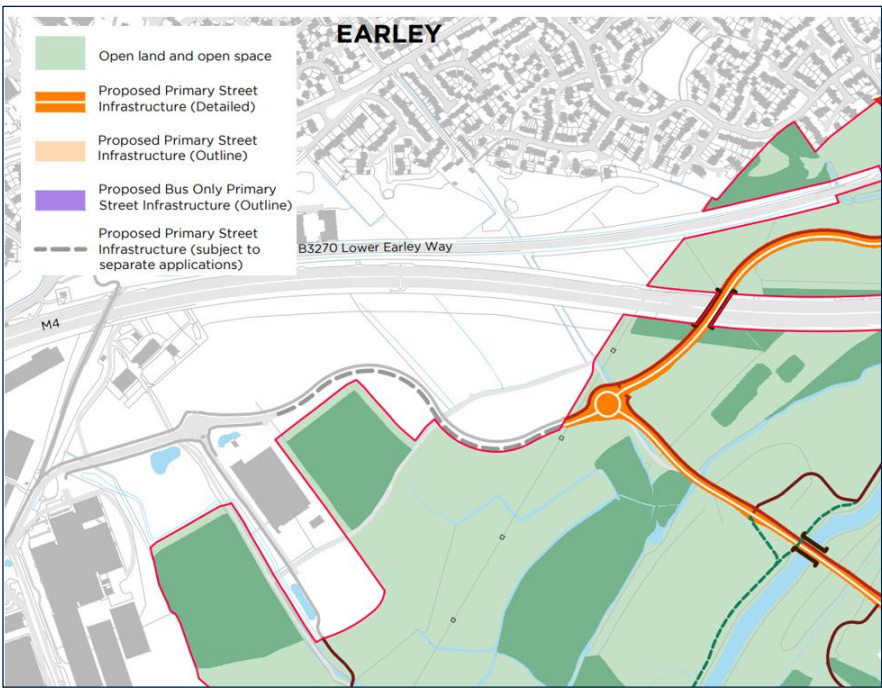
- 1.5 The Proposed Development forms part of the wider Strategic Development Location (SDL) at Loddon Valley Garden Village, which is proposed for allocation within the emerging Wokingham Borough Local Plan Update (LPU). Within the LPU, the SDL is referred to as Loddon Valley Garden Village (LVGV). Development principles for the LVGV are set out in Policy SS13 (Hall Farm / Loddon Valley Strategic Development Location), which provides for the phased delivery of approximately 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.
- 1.6 The Proposed Development is submitted under a standalone planning application, to provide the connection between the Thames Valley Science Park and Loddon Garden Village (LGV) supporting the delivery of SS13. It is closely related to, and will be considered in parallel with, the following applications that have been submitted pursuant to SS13:
- 232995: Extension of spine road to access Natural History Museum (Full, granted Sep 2024)
 - 232498: UoR's main application for LGV (Hybrid, submitted October 2025)
 - 232769: Gleeson's application for 430 dwellings (Outline, submitted November 2025)
- 1.7 Given its functional relationship with the wider LVGV, the Link Road was included within the Environmental Impact Assessment (EIA) for the LGV planning application as part of a specific cumulative assessment scenario (referred to as the wider LVGV project). The outcomes of this cumulative assessment are reported in the LGV Environmental Statement submitted with Application 252498 (hereafter referred to as the UoR LGV ES), and the ES prepared to support the Gleeson application (Application 232769).
- 1.8 As detailed within Appendix 6.1 of the UoR LGV ES, the assessment was undertaken with reference to the development principles set out in Policy SS13 and the Council's concept plan for LVGV (see Figure 1.2).

Figure 1.2 Loddon Valley Garden Village Concept Plan (SS13)



1.9 The Link Road was identified as off-site infrastructure within the UoR LGV ES parameter plans (see drawing ref: PP03 – *LGV Parameter Plans – Movement*, Rev H). Within this plan, it is shown as ‘proposed primary street infrastructure to be delivered through separate planning application’. An excerpt of this is shown below.

Figure 1.3: Excerpt from PP03 LGV - Parameter Plans Movement, from UoR LGV ES



- 1.10 Being a key vehicular link into the LVGV, the Link Road was directly incorporated into the transport modelling undertaken for the UoR LGV ES, notwithstanding that it was not formally included within that planning application. The 'With Development' scenarios within the WSTM traffic model include a package of off-site highway mitigation measures required to support the LVGV allocation, including the new road connection through the expanded Thames Valley Science Park.

Purpose of this report

- 1.11 Although the Link Road is progressing through a standalone planning application, the UoR LGV ES remains a key component of the environmental information relevant to this Proposed Development, due to its functional and spatial relationship with the wider LVGV allocation.
- 1.12 Accordingly, and having regard to relevant EIA procedures and good practice, this report considers whether the Link Road falls within the parameters assessed in the UoR LGV ES and identifies any new or materially different significant environmental effects. Section 2 sets out the extent to which the proposed design, alignment and capacity of the Link Road remain consistent with the assumptions underpinning the UoR LGV ES.
- 1.13 This EIA Conformity Note should be read in conjunction with the UoR LGV ES, and technical reports accompanying the planning application.

2. The Proposed Development

- 2.1 As noted above, the description of development for the application is:

"Full planning permission for the construction of a Spine Road linking Cutbush Lane East through Thames Valley Science Park (as promoted under Local Plan Update Policy SS13). This would connect to the wider infrastructure for Loddon Valley Garden Village, under consideration for application refs: 232995 and: 252498. The application includes full details of access points into the promoted Science Park land. In addition, full details of a new foul water pumping station together with access to the proposed facility. The application includes landscaping, surface water attenuation and other associated works."

- 2.2 The proposed Link Road is, in part, an extension of the existing spine road through the TVSP, extended to provide an access road to the Natural History Museum building under planning permission 232995 in September 2024. It will also include a Foul Pumping Station (FPS) and an access track.
- 2.3 The Proposed Development comprises a full planning application for the construction of the following items:
- Formation of a fourth (northern) arm on the existing roundabout at the TVSP Spine Road.
 - Provision of an access road from the new northern arm, incorporating shared-use cycleways on both sides to serve future development parcels to the north.
 - Extension of the 7.3 m carriageway for approximately 600 m eastwards from the TVSP Spine Road.
 - Continuation of the 4 m-wide footway/cycleway along the northern edge of the TVSP Spine Road to the new four-arm roundabout, and further along the northern side of the Link Road, separated from the carriageway by a 3 m landscaped verge.

- Introduction of new pedestrian crossing points at the four-arm roundabout, one crossing west of the roundabout on the existing TVSP Spine Road, and two additional crossings further east on the new Link Road.
- Provision of a SuDS basin to the north-east of the existing roundabout, with additional SuDS features along the southern side of the Link Road to accommodate highway drainage.
- Two ghost-island priority junctions providing access to future development parcels located to the north and south of the Link Road.
- A 3.65 m-wide access track serving the foul pumping station, constructed from granular material and flanked by 1 m grass verges on both sides.
- A hardstanding area within the foul pumping station compound to accommodate maintenance vehicle parking and provide a turning area suitable for large HGV manoeuvres.

2.4 Subject to the appropriate planning approvals, the construction phase of the Link Road is anticipated to commence in 2027 to span approximately 18 months.

2.5 The Proposed Development plans are set out in Table 2.1. Full details of the proposal can be found in the Planning Statement accompanying the application.

Table 2.1 Proposed Development Drawings

Drawing Reference	Drawing Title
HD169-TVSP-0101 B	General Arrangement Sheet 1
HD169-TVSP-0102 B	General Arrangement Sheet 2
HD169-TVSP-0103 B	General Arrangement Sheet 3
HD169-TVSP-0105 B	Swept Path Analysis Sheet 1
HD169-TVSP-0106 B	Swept Path Analysis Sheet 2
HD169-TVSP-0107 B	Swept Path Analysis Sheet 3
HD169-TVSP-0108 B	Swept Path Analysis Sheet 4
HD169-TVSP-0109 B	Swept Path Analysis Sheet 5
HD169-TVSP-0110 B	Swept Path Analysis Sheet 6
HD169-TVSP-0111 B	Swept Path Analysis Sheet 7
HD169-TVSP-0115 A	Pumping Station Details
HD169-TVSP-0121 B	Road Longitudinal Sections
HD169-TVSP-0401 B	Levels and Contours Plan Sheet 1
HD169-TVSP-0402 B	Levels and Contours Plan Sheet 2
HD169-TVSP-0403 B	Levels and Contours Plan Sheet 3
HD169-TVSP-0501 B	Drainage Strategy Sheet 1

Drawing Reference	Drawing Title
HD169-TVSP-0502 B	Drainage Strategy Sheet 2
HD169-TVSP-0503 B	Drainage Strategy Sheet 3
HD169-TVSP-0504 B	Surface Water Catchment Plan
HD169-TVSP-0510 A	Drainage Construction Details
HD169-TVSP-0701 B	Materials Plan Sheet 1
HD169-TVSP-0702 B	Materials Plan Sheet 2
HD169-TVSP-0703 B	Materials Plan Sheet 3
HD169-TVSP-0711 A	Highway Construction Details

- 2.6 As set out within the General Arrangement drawings (HD169-TVSP-0101 B, HD169-TVSP-0102 B, HD169-TVSP-0103 B) the broad alignment of the road is in line with the parameters considered within the parameters assessed within the wider LVGV project scenario in the UoR LGV ES.

Landscaping

- 2.7 Landscaping plans have been prepared for the Proposed Development, consisting of the following.

- 498048-LA0450 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 1 of 10
- 498048-LA0451 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 2 of 10
- 498048-LA0452 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 3 of 10
- 498048-LA0453 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 4 of 10
- 498048-LA0454 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 5 of 10
- 498048-LA0455 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 6 of 10
- 498048-LA0456 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 7 of 10
- 498048-LA0457 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 8 of 10
- 498048-LA0458 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 9 of 10
- 498048-LA0459 – TVSP Link Road & FPS – Landscape Planting Plan Sheet 10 of 10
- 498048-LA0460 – TVSP Link Road & FPS – Site Wide landscape Layout & Schedule

Pumping Station and compound

- 2.8 The Proposed Development includes a new pumping station within the compound would include the following elements:

- Motor Control Centre (MCC) Kiosk containing electrical control equipment necessary to operate the pumping equipment - dimensions of 2.0 metres in length by 1.2 metres wide;
- Chemical Dosing Plant - dimensions 3.0 metres in length by 3.0 metres wide;
- Below ground Wet Well and Pumping Equipment with access cover at ground level and an associated switch box to house pump controls;
- A 4 metre high steel gantry above the wet well
- 6m lighting column would be located along the northern boundary of the compound;
- 2.0m high access gates and perimeter palisade fencing;
- Concrete slabs, hard surfaced areas for vehicle parking and turning and a tanker hardstanding area.

2.9 Details with regards to the pumping station and the access track serving this, are not set out on previously assessed parameters, as such due consideration has been given to there delivery in Section 3.

Construction Environmental Management Plan (CEMP)

2.10 A CEMP (Document Reference HD169-TVSP-R002) has been prepared by Abley Letchford with the principal aim of the CEMP is to ensure that the construction works are organised and delivered in a manner that mitigates the environmental impact and safeguards the amenity of the area surrounding the development site during the construction period. This is consistent with the principles and mitigation measures set out within the CEMP submitted with the LGV ES (LGV ES Appendix 3.7).

3. Technical Review

3.1 The EIA Project Team (as identified in Section 1.5 of the UoR LGV ES) has reviewed the plans for the Proposed Development and, where necessary, confirmed the applicability of the technical assessments undertaken for the LVGV assessment scenario to ensure that the findings remain valid in relation to the Proposed Development and significant effects are fully understood. Where necessary, technical assessments updated for the detailed designs which are submitted with the planning application.

Air Quality

3.2 An Air Quality Assessment (AQA) (Appendix 1) has been undertaken by RPS to accompany the planning application, which considers the air quality impacts from the construction phase. Traffic associated with the Proposed Development during operation is consistent with the modelled Loddon Garden Village (LGV) scenario. The AQA for the application sets out appropriate mitigation measures have been specified to ensure the impacts are negligible. If the mitigation measures are implemented, there will be no significant impacts during construction or operation.

Archaeology

- 3.3 An Archaeological Desk Based Assessment (Appendix 2) has been undertaken by RPS, which assesses the Site for its below ground archaeological potential
- 3.4 A low potential has been identified for the presence of significant Prehistoric, Anglo-Saxon and Medieval activity on the study site. The remnants of a Romano-British field system of local significance may extend into the eastern part of the study site. Post Medieval agricultural activity may be present, but this would be of very limited archaeological interest.

Built Heritage

- 3.5 A Built Heritage Statement (Appendix 3) has been prepared by RPS, assess the potential impacts to built heritage assets arising from the Proposed Development.
- 3.6 It has been identified that the proposed development has the capacity to impact upon three built heritage assets within the vicinity, namely: the Former Upperwood Farmhouse with two associated contemporaneous former farm barns. These buildings have not been identified by the LPA or indeed on the Historic Environment Record but, following the Site and surrounds walkover merit consideration as heritage assets of very low local interest only.
- 3.7 The assessment demonstrated that the proposed development has the capacity to potentially impact upon one built heritage asset: the Former Upperwood Farmhouse and two associated barns which have been identified in this report as being of very low local interest, at most and therefore meriting non-designated heritage asset status , though is not identified by the LPA or Berkshire Historic Environment Record.
- 3.8 The road will further urbanise the once rural surrounds to Upperwood Farm and this, in turn, will give rise a negligible degree of harm, at most, to the significance of the heritage assets.

Climate Change & Greenhouse Gases

- 3.9 The Climate Change and Greenhouse Gases assessment for the UoR LGV ES includes the Link Road as off-site infrastructure within the assessed LVGV scenario. The Link Road was incorporated into the transport modelling that informed the assessment of operational transport emissions, and its delivery does not introduce new vehicle trips beyond those already accounted for within the previous modelling.
- 3.10 Accordingly, the operation of the Link Road does not give rise to new or materially different transport-related greenhouse gas emissions when compared with those assessed within the UoR LGV ES. The conclusions reached in respect of transport emissions therefore remain unchanged.
- 3.11 The construction of the Link Road, including the foul pumping station and associated access track, represents a relatively small element of infrastructure when considered in the context of the wider LVGV development. While these components were not previously defined in detail, their construction and operation would not generate greenhouse gas emissions of a scale that would materially alter the conclusions of the Climate Change assessment undertaken for the LVGV scenario.
- 3.12 The Proposed Development includes landscape planting, comprising approximately 43 new trees. Consistent with the approach taken in the UoR LGV ES, the level of carbon sequestration associated with this planting

is not material in the context of overall greenhouse gas emissions and does not affect the conclusions of the assessment.

- 3.13 On this basis, no new or materially different significant effects relating to climate change or greenhouse gas emissions are identified for the Proposed Development beyond those already reported in the UoR LGV ES.

Ecology

- 3.14 An Ecological Impact Assessment (Appendix 4) has been prepared by EPR. This draws on comprehensive ecological surveys which have been undertaken between 2021–2026 to inform the assessment of the University's land interests as a whole including the proposed Loddon Garden Village and TVSP Link Road. Baseline habitats comprise arable and pastoral farmland bounded by mature hedgerows and trees located just scattered trees, with veteran outside the Site boundary.
- 3.15 Protected and notable fauna recorded or potentially present include a locally important bat assemblage foraging along woodland edges and hedgerows, widespread bird species associated with trees and hedgerows, reptiles in limited numbers along field margins, and legally protected badger. Hazel dormouse, great crested newt, water vole and riparian mammals were scoped out based on absence of suitable habitat or survey evidence.
- 3.16 The Proposed Development incorporates avoidance measures through the design, including a 15 m no-development buffer to St John's Copse Provisional Ancient Woodland (PAW) and protection zones around veteran trees. Construction and operational impacts—primarily relating to pollution risk, lighting, noise and habitat disturbance—will be mitigated through a secured Construction Environmental Management Plan (CEMP), a sensitive lighting strategy, and a Sustainable Drainage (SuDS)-based drainage strategy.
- 3.17 With the implementation of the measures above, no significant residual effects are predicted.

Human Health

- 3.18 The Link Road does not generate new traffic in and of itself, but provides connectivity to support LGV delivery. Traffic flows associated with its operation have already formed part of the UoR LGV Environmental Statement. As such, the predicted human health impacts, including those associated with air quality, noise, traffic, and community severance, remain consistent with the previous assessment, with no new or different effects anticipated.

Hydrology (including Flood Risk and Drainage)

- 3.19 The Flood Risk Assessment and Drainage Strategy for this Link Road application (Abley Letchford, 2026) (Appendix 5) confirms that the Proposed Development can be delivered without increasing flood risk on- or off-site. Baseline flood risk from all sources is assessed as low, with only small areas at the eastern/southeastern boundary affected by Flood Zone 2 (medium risk) and historic flood extents linked to the River Loddon. The majority of the Site lies within Flood Zone 1.
- 3.20 Surface water flood risk is low, with only isolated shallow ponding at local topographic depressions and along an existing watercourse. Groundwater flood susceptibility is generally low across the Site, with higher susceptibility limited to the far eastern section; however, due to the nature of the Proposed Development, the overall groundwater flood risk is still classed as low.

- 3.21 Sustainable Drainage System (SuDS) strategy has been developed to ensure that post-development runoff does not exceed greenfield rates. SuDS components include attenuation basins, filter drains, swales, and controlled discharges to existing watercourses. Greenfield runoff rates have been used to size storage, and all discharges will be restricted to 3 l/s/ha, with attenuation designed to accommodate the 1 in 100-year storm +40% climate change allowance. Exceedance flows above design capacity will be safely routed within the carriageway and into landscaped areas to avoid property or downstream impacts.
- 3.22 Foul drainage is also proposed to be upgraded, incorporating a new pumping station adjacent to the M4, providing an opportunity to relieve hydraulic pressure in the Thames Water network.

Landscape & Visual Impact

- 3.23 An LVIA (Appendix 6) has been prepared by Savills. The Site sits within an already urban-influenced landscape, affected by the M4 corridor, and nearby large-scale development at TVSP. Overall landscape sensitivity is assessed as low, reflecting limited landscape features, presence of infrastructure, and restricted public access
- 3.24 Although part of the eastern Site lies within the draft River Loddon Valued Landscape, the assessment found that the Proposed Development would not result in the loss of features critical to its character, with key elements such as floodplain landform, woodland backdrops (New Covert and St John's Copse) and hedgerow structure largely retained.
- 3.25 Landscape character effects are assessed as minor adverse, with the proposed link road and pumping station representing small-scale change within an already transitional, urban-fringe context. New planting and alignment choices reduce visual intrusion, and the proposals respond positively to Wokingham's Landscape Character Assessment guidelines (e.g., integrating new roads through native planting, reinstating hedgerows, and strengthening woodland edges).
- 3.26 Visual effects are limited due to restricted public access and extensive existing screening. No significant visual effects are predicted. Public visibility is confined to brief glimpsed views from the M4 and distant, partly screened views from SHIN Footpath 39, both judged low or minor adverse given receptor sensitivity and the presence of existing infrastructure.
- 3.27 Overall, the LVIA for the Link Road application concludes that the Proposed Development results in no significant landscape or visual effects, with all residual impacts assessed as minor adverse or negligible.

Noise and Vibration

- 3.28 Traffic associated with the Proposed Development is consistent with the UoR LGV modelled scenario, due to the link having been factored into that assessment. No new significant noise or vibration effects are thus expected beyond those already assessed.
- 3.29 There are no sources of operational noise within the Proposed Development aside from road traffic, so there will be no effects from operational noise.
- 3.30 There are no vibration sensitive receptors within 100 m of the Proposed Development, so there will be no vibration effects from construction or operational vibration.

- 3.31 The assessment of effects from noise associated with construction traffic in relation to the Proposed Development was included in the ES.
- 3.32 Due to the proximity of planning boundary of the Proposed Development existing receptors, traffic and construction noise associated with the Proposed Development have been assessed and reported in a Noise and Vibration Technical Note (ref. 794-ENV-GDE-21850-TN-002 Rev. 01) (Appendix 7).
- 3.33 No new significant noise or vibration effects are predicted.

Socio-Economics

- 3.34 The Proposed Development forms part of the LVGV strategic infrastructure and does not alter the socio-economic conclusions reached in the wider UoR LGV ES. No additional impacts relating to population, employment, community infrastructure or economic activity are predicted.

Transport & Access

- 3.35 The proposed Link Road itself will not generate new vehicle trips, because the route is being delivered to provide access connect to the Loddon Garden Village site to the east.
- 3.36 The link road is already embedded within the transport modelling used to inform the UoR LGV ES. The design is entirely consistent with the assumptions underpinning traffic flows used across the ES chapters.
- 3.37 The application is accompanied by a Transport Statement (Appendix 8).

4. Conclusion

- 4.1 The review of the technical assessments contained within the UoR LGV ES confirms that the Link Road proposal remains broadly consistent with the parameters previously assessed. Overall, no changes have been identified that would materially affect the conclusions of the ES, the significance of the predicted effects, or the mitigation measures established.
- 4.2 Updated topic-specific reports have been prepared where necessary to support the planning application and to ensure the assessment reflects the detailed design information. These documents have been appended to this EIA Conformity Note, where relevant, to provide a comprehensive understanding of the environmental effects of the Proposed Development.
- 4.3 Overall it is therefore considered that this approach to EIA in this application is robust and proportionate.
- 4.4 This EIA Conformity Note should be read alongside the UoR LGV ES to provide a full and up-to-date account of the environmental assessment.

