

3 Proposed Development

3.1 Introduction

- 3.1.1 This chapter provides the definitive description of the Proposed Development for the purposes of the EIA.
- 3.1.2 The chapter identifies the demolition, construction and operational design features of the Proposed Development that might affect the environment or contribute to the overall environmental effects of the scheme. Given that the intention of the Proposed Development is to provide a permanent residential development, the environmental effects of decommissioning are not considered to be applicable and have not been considered.

3.2 Development Description

- 3.2.1 The description of the development is as follows:

“Hybrid planning application comprising:

Full planning application for the demolition of existing buildings and construction of new homes, together with creation of accesses, parking, green infrastructure (including landscaping, public open space, play areas), associated drainage, roads, substations, plant, bin and cycle storage and other related infrastructure works.

Outline planning application (all matters reserved except for access) for the construction of up to 2 new homes including through the retention (of whole or part) and conversion of the existing Langley Common Farmhouse.”

- 3.2.2 The EIA has therefore assessed the Proposed Development for:

- Delivery of ‘up to’ 295 high quality new homes (293 dwellings in full plus two dwellings in Outline at Langley Common Farmhouse), including 40% affordable homes;
- Buildings up to 3 storeys in height;
- Integration within the Arborfield Green development, extending strategic green infrastructure network;
- Vehicular access from Baston Road to Princess Marina Drive within the Garrison SDL; and,
- A 10% Biodiversity Net Gain in line with legislative requirements.

- 3.2.3 The EIA has assessed the quantum of development set out above alongside the spatial parameters set out within the Proposed Site Layout Plan and detailed designs for the principal access from Baston Road and Princess Marina Drive. The Proposed Site Layout as well as other detailed design drawings are set out in Table 3.8 at the end of this chapter. These are provided in ES Volume 1b – Main Statement Figures and Drawings.

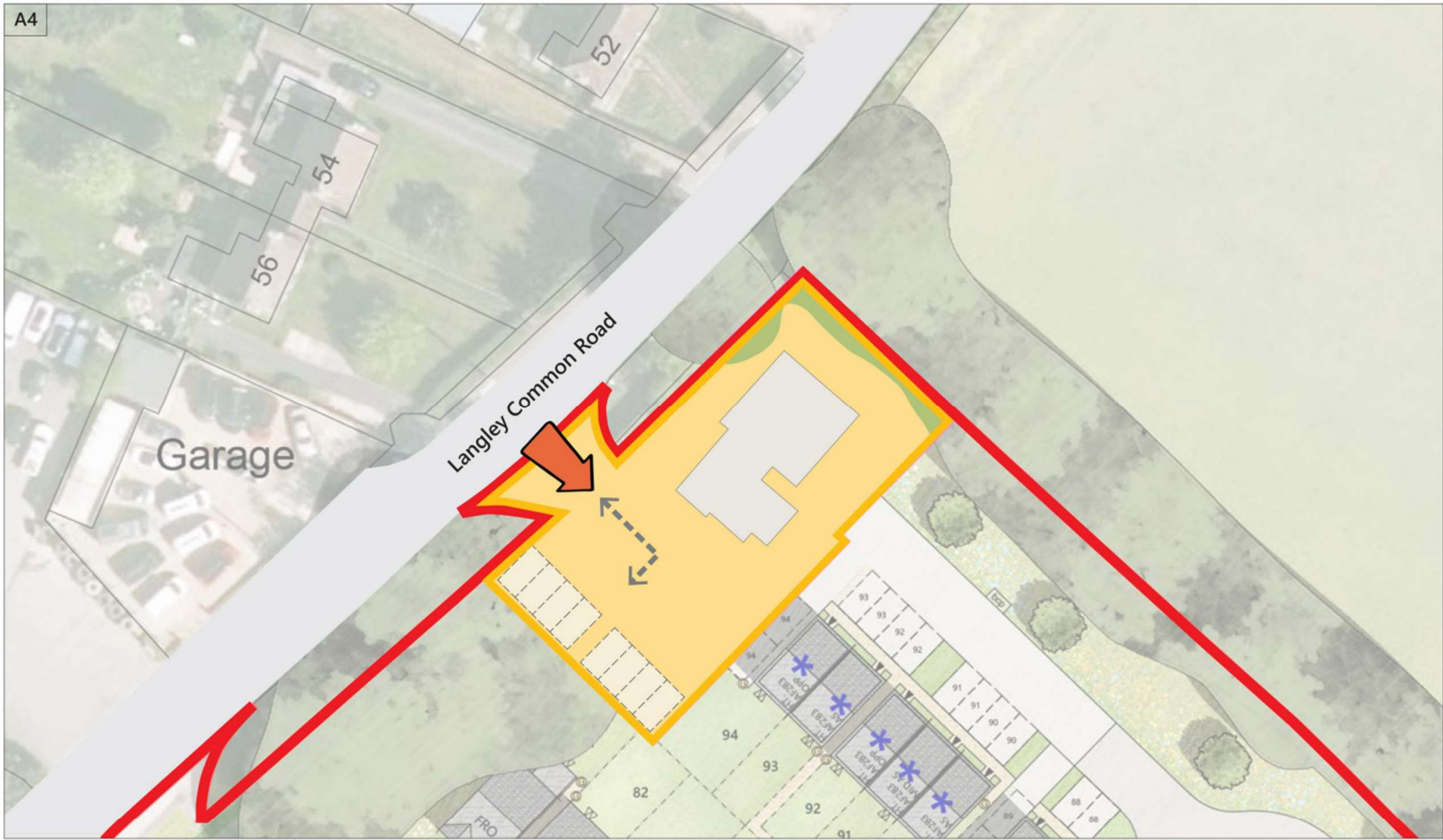
Outline Application Proposals (Figure 3.1)

- 3.2.4 The proposals consist of an outline element for the retention, renovation and redevelopment of Langley Common Farmhouse (known as 'The Farmhouse'). The area of the outline application is 0.105ha.
- 3.2.5 Access to the farmhouse will be retained as existing from Langley Common Road and will up to two storeys in height. Due to the relatively sensitive nature of the Farmhouse, detailed design for the renovation of the building will be undertaken as part of a separate Reserved Matters application.

Proposed Site Layout Plan (Figure 3.2)

- 3.2.6 The Proposed Development is defined by the Proposed Site Layout Plan which establishes the maximum envelope of development applied for. The area of the full application is 13.119 ha. This defines the maximum extent of development and includes details relating to land use, building heights, green and blue infrastructure, and access and movement.
- 3.2.7 It is worth noting here that the Proposed Site Layout shows areas of proposed development outside of the red line boundary. These areas are part of Parcel V1 under the original Outline consent and will be applied for as part of a separate Reserved Matters application for c.93 dwellings. This Reserved Matters application does not form part of the assessment within the Environmental Statement and is reported cumulatively as part of the assessment of the wider Arborfield Garrison allocation. These areas are provided for additional context only and should not be taken into account as part of the assessment of the Proposed Development.
- 3.2.8 The Site can be accessed via two points, first to the southwest via Baston Road, which connects to Biggs Lane, and secondly, to the southeast linking to Princess Marina Drive. The primary land use on Site is residential with areas of landscaping to the boundaries of the Site. An area of public open space is located to the west of the Site containing play areas and a natural amphitheatre space. Additionally, an orchard and allotment are also present in this area. Additional public open space routes are available across the Site with an additional play space within the east of the Site. Additional landscaping and SuDS features can be found within the eastern and western corners of the Site. Building heights will be limited to 3 storeys across the Site.
- 3.2.9 The Proposed Site Layout Plan (Ref SL.01 A) for the Proposed Development is shown in Figure 3.1. The plan sets out the proposed layout for the development of the Site within the redline boundary.
- 3.2.10 The Masterplan has been iteratively refined following consultation with Wokingham Borough Council. It provides the full and detailed way in which the development will come forward and therefore, the EIA has assessed this Masterplan.

Figure 3.1 Farmhouse Parameter Plan (Ref. Farmhouse FPP.01 A)



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Rev	Description
A	Issued for planning

Date	Au	Ch
25.08.26	HM	TM

Project	Arborfield Studios (Parcels W, Y and Z), Arborfield Green
Drawing	Farmhouse Parameter Plan

Client	Crest Nicholson Operations Ltd				
Job no.	CRES5250532			Date	27.08.2026
Dwg no.	FPP.01			Rev.	A
Author	HM	Checked	TM	Scale	1:500-@A4
Status	PLANNING			Office	Portishead
Client ref.	-				



Figure 3.2 Coloured Site Layout (Ref. CSL.01 A)



Figure 3.3 Illustrative Wider Arborfield Green Proposals (For Context)



3.2.11 The remainder of this section describes in detail, the Proposed Development and the associated technical studies.

Land Use

3.2.12 The Site measures approximately 13.119 ha overall. The Proposed Site Layout plan sets out areas across the Site, within which the major components include:

- Developable area: 7.405 ha
- Parks and public gardens 0.773 ha
- Natural/semi-natural green space: 2.066 ha
- Amenity greenspace 0.691 ha
- Play space: 0.190 ha
- Allotments 0.297 ha

Illustrative Mix and Tenure

3.2.13 The planning application has sought to reflect the Local Housing Needs Assessment (LHNA) 2022 (2023) which is set out in Table 3.1 below for the outline element of the proposals. The same figures feature within Table 7 of the submitted Wokingham Local Plan Update, as the starting point for applications.

Table 3.1 Local Housing Needs Assessment (with indicative housing requirement based on proposals)

Number of Bedrooms	Affordable Housing (AH) requirement based on 108 AH dwellings [% requirement]		Total Market Housing (MH) requirement based on 185 MH dwellings [% requirement]	
1-bed	20	[17%]	9	[5%]
2-bed	45	[38%]	23	[13%]
3-bed	38	[33%]	83	[47%]
4+ bed	14	[12%]	61	[35%]
Totals	117	[100%]	176	[100%]

3.2.14 Given the majority of this application is made in Full, the proposed housing mix is set out below:

Table 3.2 Proposed Housing Mix

Number of Bedrooms	Affordable Housing [% provision of total AH requirement]		Total Market Housing [% provision of total MH requirement]		Total Quantum [% provision in brackets]	
1-bed	24	[21%]	0	[0%]	24	[8%]
2-bed	51	[43%]	2	[1%]	53	[18%]
3-bed	35	[30%]	116	[66%]	151	[52%]
4+ bed	7	[6%]	58	[33%]	65	[22%]
Totals	117	[40%]	176	[60%]	293	[100%]

- 3.2.15 The mix and quantum of Part M4(2) and M4(3) accessible dwellings is also set out in the table below. The Wokingham Local Plan, on sites of more than 20 dwellings, identifies a requirement for 5% of all dwellings should be Building Regulations M4(3):

Table 3.3 Accessibility Standards

Number of Bedrooms	M4(2) Provision	M4(3) Provision
1-bed	9	15
2-bed	49 ¹	0
3-bed	183	0
4+ bed	33	0

Access

- 3.2.16 Primary vehicular access to the Site is proposed from Baston Road, in the southwest, and Princess Marina Drive, in the southeast. This access will be wide enough to accommodate the proposed bus route through the allocation. Access for pedestrian and cycles will also be made available from the south of the Site. Secondary and tertiary routes are used across the Site providing access to dwellings.
- 3.2.17 The access off Langley Common Road will be closed for vehicular access but retained for pedestrians and cyclists.
- 3.2.18 To ensure that the proposals are not developed in isolation from other parts of the Arborfield Green Allocation, access will be ensured between the existing Arborfield Garrison development to the south and east, the Proposed Development and Barkham Square to the northeast.
- 3.2.19 Pedestrian routes in the south, connecting to Arborfield Garrison, and to the northwest, to Langley Common Road, will ensure that all parcels are connected to one another allowing future residents to benefit from local infrastructure at all three development sites (e.g. open and play spaces, local facilities etc.).

Public transport connectivity

- 3.2.20 With the widened road width running through the centre of the Proposed Development, there is ample room to accommodate the proposed future bus route(s) through Arborfield Green, as aspired to in the allocation.

Servicing and refuse

- 3.2.21 Safe delivery, collection, servicing and refuse and recycling arrangements will be provided across the Site.
- 3.2.22 A servicing strategy will be developed (via planning condition) 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.

¹ The 4no. 2-Bed Dromer Flat Over Garage (FOG) units are not M4(2) compliant due to stairs up to the first floor.

- 3.2.23 The servicing and refuse management will be monitored and reviewed regularly to ensure it is as efficient as possible.

Drainage

- 3.2.24 A Flood Risk Assessment & Drainage Strategy has been produced by JPP (See Appendix 12.1). This sets out the full and detailed design of the drainage proposals for the Proposed Development.
- 3.2.25 It is proposed that these drainage proposals are approved as part of the Proposed Development
- 3.2.26 The proposed drainage network is designed not to exacerbate any existing flood risk in accordance with principles set out within the National Planning Policy Framework (NPPF).

Surface Water Drainage Strategy

- 3.2.27 The proposed drainage strategy has been developed to achieve the requirements of the NPPF and Adopted and Emerging Local Plan policies and foresees the provision of a comprehensive Sustainable Urban Drainage System (SuDS), which is provided for as part of the proposed Drainage Strategy submitted as part of this application (Appendix 12.1).
- 3.2.28 Surface water discharge rates will be restricted to greenfield equivalent run-off rates, as approved as part of the outline application at Arborfield Garrison, which will provide a betterment on the existing scenario.
- 3.2.29 The proposed drainage strategy will comprise piped networks with attenuation provided in detention basins and cellular storage. Tanked permeable paving will be used for private drives to provide a level surface of water treatment. Filter drains will also be incorporated across the Site to provide interception and further treatment of surface water.

Foul Water Drainage Strategy

- 3.2.30 There is an existing Thames Water public foul sewer which crosses the southeastern corner of the Site, close to Princess Marina Drive. Part of the foul drainage strategy is to connect into this existing foul sewer in this location.
- 3.2.31 Foul water will also be disposed of into the mains sewer following the paths of highways through the Site to meet the existing foul sewer to the northwest of the public highway on Langley Common Road.
- 3.2.32 All drainage has been guided by the AECOM Foul Water Strategy "60312043/CIV/003", which was approved under the Outline consent for Arborfield Garrison.

Ecological Mitigation and Enhancement

- 3.2.33 A Preliminary Ecological Appraisal has been conducted by EcoSupport.
- 3.2.34 Proposed habitat mitigation through design measures includes: retained/enhanced/new grassland including a wildflower area managed for biodiversity; retention and enhancement of the woodland scrub/tall ruderal habitat; new scattered tree planting; large areas of new gardens, orchards and enhanced hedgerows (species-poor sections enhanced through additional/in-fill planting to become species-rich); and drainage features with suitable wildflower and wetland planting.
- 3.2.35 Further details can be found in Chapter 8 – Ecology.

Landscape

- 3.2.36 The Landscape Masterplan (Figure 3.4) 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. Landscape has been scoped out of assessment in the Environmental Statement but has been described here for completeness.
- 3.2.37 A Landscape & Visual Appraisal has been prepared by Aspect in support of the Application.
- 3.2.38 The Application Site comprises the northern parcel of the former Arborfield Garrison and has been largely developed, including a mix of industrial and commercial buildings used for filmmaking following the Site's decommissioning by the Ministry of Defence (MOD) in 2013. The Site itself does not contain any landscape designations at a national or local level and contains few internal landscape features of note, limited to some mature trees, many of which were likely planted as part of previous landscaping measures.
- 3.2.39 Beyond the Site boundaries, to the south and east is the wider Arborfield Garrison SDL, and to the west, Langley Common Road passes adjacent to the boundary, providing the existing vehicular entrance to Arborfield Studios. To the north is arable farmland, with a remnant block of ancient woodland associated with Kidgem Copse.
- 3.2.40 The Site is quite flat due to its brownfield nature. While some gentle undulations occur, there are no drastic level changes present within the Site.
- 3.2.41 The Site is offered high levels of physical and visual containment by built form associated with the wider Arborfield Green development to the south, and vegetation to the north. As such, the Site itself is considered to be of Low landscape value.
- 3.2.42 Against the *Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA 3)*, and *LI TGN 02/21: Assessing landscape value outside national designations*, criteria, the Site has been assessed as low value and low susceptibility and it was therefore, concluded that the sensitivity of the Site and its immediate setting to the nature of the change proposed is Low and has a high capacity, in landscape terms, to accommodate the change of the nature proposed.
- 3.2.43 The existing industrial / commercial use of the Site is considered a negative and detracting feature within the receiving landscape; therefore, with the replacement of these uses with an appropriately-sized residential scheme, including a high-quality, sensitively designed landscaping scheme comprising mixed-native trees, shrubs and hedgerows contributing to a beneficial change within the Site itself and the receiving landscape.
- 3.2.44 As such, it is considered that the Proposed Development is, subject to a high-quality, landscape-led scheme, considered acceptable from a landscape and visual perspective.

Landscape Strategy

- 3.2.45 The site proposes a number of open spaces and planting areas across the site. A proposed allotment area and orchard is situated to the southwest of the Site. A central spine area stretching north to Langley Common Road contains an attenuation basin and amphitheatre area which creates a meeting point for residents as well as helping wayfinding. This area also contains area also has a Local Equipped Area of Play (LEAP).
- 3.2.46 A Local Area of Play (LAP) is situated to the centre of the proposals to the south, adjoining additional development on Martingale Grove.

Figure 3.4 Landscape Strategy (Ref. 8838 / ASP8 / LSP Rev. A)



Energy and Sustainability

- 3.2.47 An Energy and Sustainability Statement has been produced by AES Sustainability (Appendix 3.1).
- 3.2.48 The standards contained within Approved Document L 2021 have been reviewed and a 'Fabric First' approach, which prioritises improvements to the fabric of dwellings to avoid unnecessary energy demand and consequent CO₂ reduction, is proposed.
- 3.2.49 Improvements in insulation specification, efficient building services, a reduction in thermal bridging and unwanted air leakage paths and further passive design measures will enable the relevant standards to be met, whilst building in low energy design and future climate resilience to the design and construction of dwellings.
- 3.2.50 Highly efficient Air Source Heat Pumps (ASHPs) will be installed to all dwellings to serve domestic hot water and space heating demand, and Domestic Hot Water (DHP) ASHPs to the flats combined with panel heaters to serve space heating demand.
- 3.2.51 Calculations based on a sample range of dwelling types demonstrate that through the following the energy efficiency approach described, the calculated as-designed emissions are reduced by 62.37% over Part L 2021 requirements.
- 3.2.52 The calculated water consumption would equate to a maximum internal water consumption of no more than 110 litres/occupier/day, and therefore offer an improvement on the higher water efficiency standard in the appendix to Building Regulations Approved Document Part G.
- 3.2.53 Chapter 7 - Climate Change and Greenhouse Gases provides further details.

Utilities

- 3.2.54 A Utilities Statement has been produced by Utility Consult Limited. See Appendix 3.2.

Water

- 3.2.55 Thames Water, the local water undertaker, have confirmed that the Point of Connection for the site will be from the existing 200mm DI main located in Langley Common Road (B3349).
- 3.2.56 Thames Water have confirmed that there is sufficient capacity to serve the first 49 residential properties on the site. Capacity to serve the full development is therefore not yet confirmed. Thames Water have confirmed that they will carry out the modelling study, at their own cost, to determine whether any upstream reinforcement is required. They have advised that the study will not be commenced until planning permission has been granted.
- 3.2.57 It is currently assumed that the identified connection point will provide a suitable point from which to extend a new adoptable potable Water network throughout the proposed development site.

Gas

- 3.2.58 It is not proposed that mains Gas will be utilised across any of the proposed development Site.

Electricity

- 3.2.59 Scottish & Southern Electricity Networks, the Distribution Network Operator, have an existing high voltage electricity network located within Baston Road. It is currently anticipated that a connection will be taken from this network to provide service to two new onsite substations.

These in turn will supply a new low voltage network to service the proposed development demands.

Telecoms

- 3.2.60 Openreach currently provide all new residential developments in excess of 19 dwellings with a full 'Fibre to the Premise' telecommunications network. Given the size of the proposed development this site will all qualify to receive a full fibre network in accordance with Part R of the current building regulations. The likely connection point will be from Baston Road.

Lighting

- 3.2.61 The Proposed Development is located in the countryside. The aim of a lighting strategy is to ensure a safe level of illumination is provided to all areas of the Proposed Development.
- 3.2.62 It is anticipated that a detailed lighting strategy will be secured by condition. Due to the scale and nature of the Proposed Development, it is unlikely that significant effects will arise.

3.3 Construction and Implementation

- 3.3.1 This section describes the anticipated programme of demolition and construction works and the key activities that will be undertaken prior to completion and occupation of the Proposed Development.

Construction Duration

- 3.3.2 The approximate duration of the construction phase is outlined below:
- Demolition and Construction to commence in Autumn 2027;
 - Build out-rate of 65 dwellings p.a. (assuming 1 sales outlet is operational);
 - First occupation in Summer 2028;
 - Completion of the development in Summer 2033.

Construction Environmental Management Plan (CEMP)

- 3.3.3 Details of measures to protect the environment during the construction of the Proposed Development will be formalised and secured in a CEMP. Measures will address hours of working, noise, vibration, dust, light spill, wheel washing and control of runoff. It is anticipated that the submission and implementation of the CEMP will be a condition of the planning permission and that it will be regularly monitored.
- 3.3.4 Once finalised and approved by the Local Planning Authority, the CEMP would be held on-Site. All Site personnel would be made aware of its existence and undertake to adhere to the guidance.

Methods of Working

- 3.3.5 It is anticipated that contractors' compounds will be located as secure areas within the Site and will be relocated, where necessary, as each construction phase nears completion onto the subsequent phase. All materials and plant storage will occur on the Site and no off-site compounds are necessary.

3.3.6 The working hours are anticipated to be:

- 08:00 - 18:00 hours Monday to Friday inclusive
- 08:00 - 13:00 hours on Saturday inclusive; and
- No noisy work to be carried out on Sundays or Bank Holidays.

3.3.7 In order to maintain these working hours, the contractor(s) may require a period of up to half an hour before and up to one hour after normal working hours for start-up and close down of activities. This does not include operation of plant or machinery giving rise to noise with the potential to disturb nearby residents or the arrival of any HGV at site before 07:30 hours.

Construction Traffic

3.3.8 Construction traffic movements consider the following sources of traffic:

- Workforce movements to and from the Site;
- Deliveries made to the Site;
- Removal/ import of material from the Site; and
- Trips made by associated trades.

3.3.9 Access for construction vehicles will primarily be gained from Langley Common Road to minimise disruption to existing residents. Construction traffic will be restricted from accessing the Site via Baston Road and Princess Marina Drive to mitigate any disruption to existing residents.

3.3.10 Details of measures to manage traffic during the construction of the Proposed Development will be formalised and secured in a Construction Traffic Management Plan (CTMP), which has been submitted in outline form with this application.

Safe Storage of Fuel/Oil

3.3.11 The safe storage and use of fuels for plant will be a priority in Site management. Drainage within the temporary, secure Site compound where construction vehicles will park and where any diesel fuel will be stored, will be directed to an oil interceptor to prevent pollution should any spillage occur. Diesel storage and refuelling will be within a designated area or a self-bunded tank in accordance with the Government's Oil Storage Regulations. All oil storage tanks are proprietary self-bunded to equal quantities of oil held. This is regarded as industry standard practice and also includes mandatory legal requirements which are considered as integral to the development. Spill kits and mandatory spillage reporting is standard procedure.

Health and Safety

3.3.12 All work will be undertaken to relevant Health and Safety legislation. The construction of the Proposed Development will be supervised in accordance with the CDM Regulations 2015. Risk assessment will be undertaken for each work package prior to activities taking place.

Decommissioning

3.3.13 As this is a residential scheme, the site will be permanently altered to residential and will not be decommissioned. Therefore, a decommissioning phase is not considered appropriate.

3.4 Waste

Demolition Waste

- 3.4.1 The existing buildings on Site will be demolished as part of the Site clearance and will involve the removal of existing building materials such as bricks, tiles, glass, metals; vegetation; topsoil; fences; service cables and mains; concrete hardstanding.

Construction Waste

- 3.4.2 The Buildings Research Establishment (BRE) has developed benchmarking to aid in the estimation of construction waste arising at the design stage of a new development. The benchmarks are derived from data reported from a range of completed projects which are used to inform the BRE SMARTWaste Tool.
- 3.4.3 These benchmarks have been used to forecast the construction waste that would potentially be generated when developing the proposal.
- 3.4.4 Table 3.4 shows benchmark data for tonnes of construction waste per 100 m² of floor area for new build developments.

Table 3.4 BRE Construction Waste Benchmarks

Project Type	Tonnes / 100 m ² gross internal floor area
Residential	15.3
Commercial Retail	15.7
Commercial Offices	12.4
Healthcare	13.0
Education	14.9
Leisure	14.8

Source: BRE Waste Benchmark Data, October 2017

- 3.4.5 These benchmarks have been used to measure construction waste generation from the Proposed Development and relate to waste generation rates where no minimisation, reuse or recycling has taken place. It is the baseline figure from which a reduction in waste arisings will be established.
- 3.4.6 It should be noted that the estimated total figure also does not include waste from infrastructure development, such as utilities and pavements, which will add to the total construction waste volume. This is due to the fact that infrastructure development cannot be easily calculated using benchmarking data; and the BRE have no applicable information on this area of construction.
- 3.4.7 Table 3.5 shows the estimated construction waste arisings for the Proposed Development based upon the proposed floorspace in square metres.

Table 3.5 Construction Waste Arisings

Development Type	Floorspace (m ²)	Relevant BRE criteria (tonnes per 100 m ²)	Estimated Construction Waste Arisings (tonnes)
Residential dwellings	28,861.4	15.3	4,416
Total			4,416 tonnes

- 3.4.8 Table 3.5 illustrates the general composition of construction waste types that would be generated, based upon SMARTWaste benchmark data from UK residential construction projects of a similar nature.

Table 3.6 Estimated Construction Waste Composition

Estimated Construction Waste Composition (Based on Waste Benchmark Data, October 2017 (figures rounded to the nearest tonne)		
Waste	Percentage	Estimated Construction Waste Arisings (tonnes)
Inset	30	1,325
Mixed construction and/or demolition waste	27	1,192
Concrete	11	486
Timber	9	397
Bricks	8	353
Miscellaneous	6	265
Plasterboard/Gypsum	3	133
Packaging Materials	3	133
Plastic	2	88
Metals	1	44

- 3.4.9 In total, approximately 4408 tonnes of waste may arise from the construction of the built development. This assumes no minimisation, reuse or recycling has taken place. It is therefore the baseline figure from which a reduction in waste arising can be established.
- 3.4.10 All construction waste will be separated on site with as much as possible being recycled. The mixed waste which is not suitable for onsite separation will be sent to a waste separation centre where it is further separated and any material that can be recycled is removed. A very small percentage of overall construction waste is then sent to landfill if it is not suitable for recycling.
- 3.4.11 In order to minimise the volume of waste generated, a Site Waste Management Plan (SWMP), forming part of the CEMP, would be prepared subject to a planning condition. The CEMP (which should be prepared in discussion with the appointed contractor) would be agreed with the Council prior to commencement of works at the Site and the appointed contractor(s) would be required to comply with the requirements of the CEMP. Such adherence would ensure that significant adverse effects from the management of waste would be unlikely.

Operational Waste

- 3.4.12 An integrated waste management approach will facilitate effective recycling, composting, and safe disposal of waste from both construction and operation.
- 3.4.13 Dedicated storage areas for segregated waste and recycling will be provided for both residential and non-residential uses, conveniently located to encourage responsible disposal behaviours.
- 3.4.14 When completed and occupied, there would be an increase in the volume of household waste collected at the kerbside. According to WasteDataFlow statistics from the Department for Environment, Food and Rural Affairs (DEFRA), a fortnightly allowance of 180L of general waste per self-contained housing unit and a weekly allowance of 80L per property with communal waste facilities for general waste are both strictly practiced across Wokingham Borough. There is no restriction on capacity for dry recycling and food waste recycling.
- 3.4.15 According to data from Local Authority Collected and Household Waste Statistics 2023/24 households in the Wokingham Council Region are estimated to generate 378.1 kg² of household waste per person per year, of which 58.2% is sent for recycling.

Table 3.7 Indicative Waste Arising from Households

Number of Bedrooms	Number of dwellings	Amount of Waste per household (kg)	Indicative total waste (Tonnes)
1-bed	24	676	16,224
2-bed	53	1,014	53,742
3-bed	183	1,352	247,416
4+ bed	33	1,690	55,770
Total			373,152

- 3.4.16 Therefore, using the guidance from British Standard BS5906:2005 Waste Management in Buildings the amount of household waste arising from the Proposed Development would be in the order of 373,152 tonnes annually. The Council will collect the residential waste generated at the Site under their statutory duties.

² Department for Environment, Food & Rural Affairs (2025) Local Authority collected waste management – annual results [Online] Available at: <https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results>

Table 3.8 List of Assessment Plans

ES Figure No.	Plan Reference	Plan Name
Figure 1.1	LP.01_A	Site Location Plan
Figure 1.2	LP.02_A	Location Plan – Outline and Full Application Boundaries
Figure 3.1	FPP.01_A	Farmhouse Parameter Plan
Figure 3.2	CSL.01_A	Coloured Site Layout
Figure 3.3	N81-2240 PL14	Wider Arborfield Green Proposals (for context) [within DAS]
Figure 3.4	8838 / ASP8 /LSP	Landscape Strategy Plan
Other Plans for Context		
-	ADP.01_A	Adoption Plan
-	AHL.01_A	Affordable Housing Layout
-	CM.01_A	Comprehensive Masterplan – Expanded SDL
-	FWP.01_A	Preliminary Framework Plan
-	IMP.01	Illustrative Masterplan
-	ML.01_A	Materials Layout
-	PAL.01_A	Parking Allocation Layout
-	POSP.02_A	Preliminary Public Open Spaces Plan
-	RSL.01_A	Refuse Strategy Layout
-	SL.01_A	Site Layout
-	SL.02_A	Site Layout (West)
-	SL.03_A	Site Layout (East)
-	SS.02_A	Streetscenes
-	SS.03_A	Site Sections
Detailed Drainage Plans		
-	30304 – 200(1) Rev. D	Proposed Drainage Strategy (Sheet 1 of 2)
-	30304 – 200(2) Rev. E	Proposed Drainage Strategy (Sheet 2 of 2)
-	30304 – 201 (1) Rev. C	Proposed Levels Strategy (Sheet 1 of 2)
-	30304 – 201 (2) Rev. D	Proposed Levels Strategy (Sheet 2 of 2)
Detailed Access Plans		
-	ITL210226-GA-007 Rev. A	Access works on Langley Common Road