18 Summary of mitigation, residual and interaction effects

18.1 Introduction

18.1.1 This chapter (alongside its appendices) provides a summary of the proposed mitigation and the residual effects predicted following their implementation. It should be read in conjunction with Appendix 18.1 Summary of Effects and Appendix 18.2 Summary of Mitigation Measures. This chapter does not provide a full summary of the ES. A Non-Technical Summary is provided separately.

18.1.2 The summary of proposed mitigation measures is provided to assist the planning authority in formulating the conditions and clauses of the legal agreement, to ensure that the measures contained and assessed in this ES are implemented.

18.1.3 A summary of the identified effects is tabulated within Appendix 18.1. A summary of proposed mitigation measures is set out in Appendix 18.2. These measures demonstrate the applicants' intention to commit to the implementation of all necessary mitigation measures in agreement with the local planning authority.

18.2 Additional mitigation and residual effects

Air Quality

Construction Phase

18.2.1 Following the implementation of the mitigation measures outlined in Section 7.6 and their adoption within the DMP / CEMP in relation to construction, the residual effects on air quality during the construction phase are considered negligible (not significant).

Operational Phase

18.2.2 During the operational phase, changes in pollutant concentrations at existing sensitive receptors range from moderate to negligible. Predicted concentrations at proposed sensitive receptors are below the Air Quality Standards (AQS) objectives.

18.2.3 A moderate adverse impact is predicted at one receptor location for $PM_{2.5}$. All other receptors and pollutants are expected to experience slight or negligible impacts. This assessment adopts a conservative approach, assuming no improvement in background air quality. Overall, the residual air quality effects are considered not significant, and no additional mitigation measures are considered necessary for the operational phase.

Archaeology

Construction Phase

18.2.4 During construction, the programme of archaeological mitigation works such as detailed excavation and recording (if required), will offset the physical loss of archaeological receptors (AR1 - AR12).

18.2.5 In respect of any archaeological remains, the works will almost completely offset their physical loss by realising their archaeological potential through excavation and analysis. However, it is acknowledged that there is likely to remain some loss of data that might be recovered by future archaeological methods. It is therefore considered that, following the implementation of the mitigation measures, there will likely remain an adverse impact of small magnitude. This is considered to represent a minor effect which is not significant in EIA terms.

Operational Phase

18.2.6 The completed development will have introduced residential development into the agricultural setting of the Scheduled Monument (SM1) on the Site. However, it will not result in total or substantial destruction of the heritage receptor or such a change in its setting that would result in the complete or near complete loss of its cultural significance or the ability to appreciate it. Whilst this represents an minor adverse residual effect this is not significant in EIA terms.

18.2.7 Archaeological receptors AR3 – AR12 will all have been removed during the Construction Phase. Therefore, the residual Operational Phase effects are considered neutral.

Built Heritage

Construction Phase

18.2.8 In terms of additional mitigation, the refurbishment of Hall Place Farmhouse (LB1) will need to be carried out sensitively and with Listed Building Consent. This is likely to include a programme of historic building recording carried out in line with guidance provided by Historic England. No other addition mitigation has been identified during the construction phase.

18.2.9 In terms of residual effects, the historic building recording during the sensitive refurbishment of LB1 will preserve by record the current state of the structure. This will not completely negate the impact to LB1 but will reduce the Moderate magnitude of impact to Minor which is not significant in EIA terms.

18.2.10 Minor adverse residual impacts are identified on seven other built heritage receptors (LB3, LB4, LB5, LB6, LB9, LB12, and CA1) although these are not significant in EIA terms.

Operational Phase

18.2.11 St Bartholomew's Old Church (LB3), which is also a Scheduled Monument (see Chapter 8 SM1), is included on Historic England's *At Risk Register*. The condition is described by Historic England as "very bad" and being at "immediate risk of further rapid deterioration or loss of fabric", with "no solution agreed". Although the Simonds Family Tomb (LB2) is not specifically named, its location within the same site suggests it is also likely to be at risk. To address this a programme of repair and stabilisation will be put in place following construction of the Proposed Development, including for the management of the grounds and vegetation to ensure the survival of LB2 and LB3, as well as allow for possible public accessibility and better revealing the significance of the former church.

18.2.12 The proposed programme of management, stabilisation, and repair for LB2 and LB3 is expected to have a positive effect on the significance of these heritage receptors. As a result, the residual effect is reduced to Minor adverse, which is not significant in EIA terms.

18.2.13 Overall, no significant residual effects have been identified on any built heritage receptors.

Climate Change & Greenhouse Gases

Construction Phase

18.2.14 During the construction phase, the Proposed Development is expected to result in indirect GHG emissions from the embodied carbon of materials, their delivery to site, and direct emissions from on-site construction activities and land-use change. These impacts are considered to have a minor adverse effect, which is not significant, provided that carbon management measures are implemented in line with RICS Whole Life Carbon Assessment guidance. Risks to the construction workforce and programme due to climate hazards, particularly heat stress, are considered to be moderate and therefore significant, but can be reduced to low and not significant through good-practice health and safety measures embedded in the Construction Environmental Management Plan (CEMP).

Operational Phase

18.2.15 In the operational phase, the Proposed Development is expected to generate indirect GHG emissions from both energy consumption and traffic generation. Without mitigation, these impacts are considered to have a moderate adverse effect, which is significant. However, with the implementation of embedded mitigation measures, such as high-performance building fabric, heat pumps, on-site solar PV, and electric vehicle infrastructure, these effects can be reduced to minor adverse and not significant.

18.2.16 Climate risks to buildings and future occupants, including overheating, storm damage, and subsidence, are also considered to be moderate and significant. These risks can be mitigated through appropriate design measures, including orientation, shading, ventilation, and compliance with Building Regulations, reducing the residual effect to low and not significant.

18.2.17 Overall, the Proposed Development has the potential to contribute to climate change through GHG emissions and to be affected by climate-related risks. However, with the adoption of recommended mitigation measures, these impacts can be effectively managed to ensure alignment with national and local climate policy objectives.

Ecology

Construction Phase

18.2.18 Key mitigation measures to be delivered include the implementation of a CEMP, drainage strategy, buffer zones, delivery of SANG and implementation of habitat creation and management plans.

18.2.19 Following the implementation of mitigation the residual effects on ecological receptors will not be significant with the exception of wintering birds where there is likely to be a temporary negative effect at the local level that is considered to be significant.

Operational Phase

18.2.20 In terms of residual effects for ecological receptors during operation, with the implementation of additional mitigation, the following are considered to result in a permanent positive effect at the Local level that is considered significant in terms of the EIA Regulations:

- Local Wildlife Sites (LWSs)
- River Loddon (& LWS)
- Other Lowland Mixed Deciduous Woodland & Wet Woodlands

- Flora of Conservation Interest
- Invertebrates
- White-clawed Crayfish (WCC)
- Freshwater Fish
- Great Crested Newt
- Breeding Birds
- Wintering Birds

18.2.21 Similarly, following additional mitigation measures, the following are considered to result in a permanent positive effect at the County level that is considered significant in terms of the EIA Regulations:

- Coastal Floodplain Grazing Marsh (CFGM)
- Hedgerows and Treelines
- Historic Floodplain Ditches and Modified Watercourses
- Rush Pasture
- Bats

18.2.22 Through the proposals for extensive habitat creation and restoration within EcoValley, significant positive effects will be achieved for the majority of Important Ecological Features.

Human Health

Construction Phase

Health effects from changes in air quality

18.2.23 Through implementation of mitigation measures outlined in the DMP and CEMP, changes in local air quality during the construction phase of the Proposed Development are anticipated to be sufficiently mitigated to a level where resultant effects of the dust exposure is considered negligible and not significant.

18.2.24 Overall, the negligible changes to air quality would not be of a type, concentration or exposure sufficient to quantify any measurable risk to health, and would equate to a negligible magnitude of impact on human health and wellbeing. In an area of low sensitivity this would result in a negligible effect, which is not considered to be significant in EIA terms.

18.2.25 While it is recognised that some nearby receptors may be more sensitive to changes in the air quality environment than others (for example schools and care homes), on the basis that magnitude of impact on human health is negligible, and due to the temporary/transient nature of the construction phase, it is not anticipated that the health of vulnerable receptors would be disproportionately or differentially affected. As such, for those receptors that have been identified as having a high sensitivity, the significance of effect would be minor adverse, which is also not considered to be significant in EIA terms.

Health effects from changes in noise exposure

18.2.26 No additional noise mitigation measures outside of those proposed as part of the CEMP are proposed during the construction phase of the Proposed Development.

18.2.27 The residual health effects remain the same as in the assessment of potential effects prior to mitigation which were assessed, for those receptors that have been identified as having a high sensitivity, as the significance of effect being minor adverse, which is also considered to be not significant in EIA terms.

Health effects from changes in transport nature and flow rate

18.2.28 Construction traffic, particularly HGVs, may cause minor adverse effects on pedestrian amenity and driver delay during access junction formation. To mitigate this, a CEMP will implemented and approved by WBC.

18.2.29 There would still remain a slight adverse effect in terms of Non-Motorised User amenity along the surrounding network during the construction activities after the implementation of the proposed CEMP, which is considered to be not significant in EIA terms.

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

18.2.30 No socio-economic enhancement measures are proposed during the construction phase as no significant adverse effects were identified.

18.2.31 This is to say that the magnitude of impact on human health at the population level would be low, which in an area of low sensitivity would result in a temporary minor beneficial effect, which is not significant. It is not considered that the high sensitivity receptors would disproportionately benefit from the number of jobs created and therefore the effect would also be a temporary minor beneficial effect, which is not significant.

18.2.32 While employment opportunities offer the potential for disproportionate benefits to people on low incomes, the relatively small number of jobs created and temporary nature of such jobs would limit the potential for beneficial effects on this vulnerable group. As such, the magnitude of impact on human health at the population level would be low, which in an area of low sensitivity would result in a temporary minor beneficial effect, which is not significant. It is not considered that the high sensitivity receptors would disproportionately benefit from the number of jobs created and therefore the effect would also be a temporary minor beneficial effect, which is not significant.

Operational Phase

Health effects from changes in air quality

18.2.33 The air quality assessment has demonstrated that the overall air quality effect of the Proposed Development will be ‘not significant’ and therefore additional mitigation is not required.

18.2.34 While it is recognised that some nearby receptors may be more sensitive to changes in the air quality environment than others (for example schools), for those receptors which have been identified as having a high sensitivity, the significance of effect would be minor adverse, which is also considered to be not significant in EIA terms.

Health effects from changes in noise exposure

18.2.35 No additional noise mitigation measures are proposed during the operational phase provided that the set noise limits are adhered to.

18.2.36 On the basis that no noise mitigation measures are proposed for the operational phase, beyond the limits outlined for operation, the residual health effects from changes in noise exposure remain the same as in the assessment of potential effects prior to mitigation: not significant.

18.2.37 While it is recognised that some nearby receptors may be more sensitive to changes in the noise environment than others (for example schools), for those receptors that have been identified as having a high sensitivity, the significance of effect would be minor adverse, which is also considered to be not significant in EIA terms.

Health effects from changes in transport nature and flow rate

18.2.38 A suite of proposed improvements to the active travel networks is noted beyond the development which will help better facilitate onward journeys beyond the site by foot and cycle. Proposed mitigation includes a travel plan, a public transport strategy, active travel strategy and highway mitigation.

18.2.39 The Proposed Development may cause minor adverse effects due to increased traffic, particularly in terms of community severance, pedestrian delay, and fear/intimidation along several corridors. However, a range of mitigation measures (such as new signal-controlled crossings, footway/cycleway improvements, and junction upgrades) are expected to significantly reduce these impacts.

- Severance: New crossings and active travel infrastructure would improve connectivity across Hatch Farm Way, Arborfield Road, and Shinfield Eastern Relief Road, resulting in minor beneficial effects. Some residual adverse effects remain along Observer Way and Meldreth Way.
- Pedestrian Delay: Improved crossings would reduce delays along most corridors, though minor residual effects remain on Shinfield Road and Observer Way.
- Non-Motorised User Amenity: Moderate benefits are expected on Mill Lane and Arborfield Road due to traffic restrictions and new infrastructure.
- Fear and Intimidation: Mitigation measures will improve conditions on Arborfield Road, but minor adverse effects remain on Observer Way and B3270.

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

18.2.40 On the basis that no socio-economic mitigation measures are proposed for the operational phase, the residual health effects from changes in socio-economic factors remain the same as in the assessment of potential effects prior to mitigation: a permanent minor beneficial effect, which is not significant for low and high sensitivity receptors.

Hydrology (including Flood Risk & Drainage)

Construction Phase

Flood Risk and Drainage

18.2.41 In terms of residual effects, with the implementation of measures outlined in the FRA and Drainage Strategy as well as the requirements within the CEMP and FMP, there will be no residual effects on flood risk and drainage.

Hydrogeology

18.2.42 Groundwater on the Site is situated entirely within the superficial deposits including river terrace deposits and alluvium within the corridor of the River Loddon. There is no interaction between the Proposed Development and bedrock aquifer systems.

18.2.43 The area of the Site that will undergo development is outside of the Loddon floodplain and therefore does not interact with aquifers that support water environment receptors. All private water supplies within 1km of the Site draw from the chalk aquifer.

18.2.44 Risk to hydrogeological receptors has been assessed as being low to moderate in the Hydrogeological Conceptual Model, meaning that mitigations outside of best practise measures are not required.

Water Framework Directive (WFD)

18.2.45 To mitigate impacts for drainage outfalls, open span bridges and for culverts, it is recommended to reinstate any bed and bank habitat lost during construction with native substrates and emergent planting. Additionally, for culvers, it is recommended that the gradient of channel bed in the culvert is equal to the natural bed after reinstatement.

18.2.46 In terms of residual effects, based upon implementation of the above proposed measures, the proposed impacts on WFD are as follows:

- Drainage Outfalls – Reinstatement and improvement of riparian zone and river bed lost during construction will mitigate and construction impacts.
- Open Span Bridges – Reinstatement and improvement of riparian zone and river bed lost during construction will mitigate and construction impacts.
- Culverts – Reinstatement and improvement of riparian zone and river bed lost during construction will mitigate and construction impacts. Ensuring culvert dimensions reflect channel dimensions as far as possible will minimise the effect of the culvert on flow behaviours.

18.2.47 Overall, with best practice construction and targeted ecological and hydromorphological mitigation, the remaining impacts on WFD elements are anticipated to not result in a downgrading of WFD classification of the watercourses, and will not prevent reaching “Good” ecological rating in the future.

Water Resources

18.2.48 In terms of additional mitigation, appropriate strategies such as provision of an on-site septic tank for the welfare facilities will ensure that there is nil demand on the existing wastewater network and therefore provides sufficient mitigation. Additionally, measures that improve the efficiency of water use and disposal would be utilised during the construction phase, including rainwater harvesting and measures to reduce water usage.

18.2.49 In terms of residual effects during construction, the impacts on potable and foul water networks will be mitigated such that the residual impact is considered to be short term Minor to Negligible, and not significant.

Operational Phase

Flood Risk and Drainage

18.2.50 In terms of additional mitigation, the mitigation strategy outlined in the FRA and within the Drainage Strategy satisfies the NPPF and local policy requirements, and as such ensures no additional mitigation is required and there are no residual impacts.

Hydrogeology

18.2.51 In terms of additional mitigation, the mitigation strategy outlined in the Hydrogeological Conceptual Model and in the construction phase mitigation satisfies the legislative requirements. No further mitigation is therefore required.

Water Framework Directive

18.2.52 The following specific measures are suggested to mitigate the operational impacts of the drainage outfalls, open span bridges, culverts and active travel routes:

- Drainage Outfalls – Install suitable fish and invertebrate refuge structures at each outfall (i.e. rock rolls, backwaters etc.); utilise open channel style outfalls with inverts graded to channel bed slope and roughened linings to prevent local scour. The overall minor loss of riparian zone associated with landtake will be offset by improvements in quality of the riparian zone up to 20 m.

- Open Span Bridges – Impact of open span bridges is anticipated to be very minor. Span the watercourse on piles set back 10 m from the bank, leaving the entire watercourse bed in shade-gap light. Widening of the floodplain in the vicinity of the bridges, providing a wetland/marshland area to compensate for the shadowing.

- Culverts – Embed box culverts with 150 – 300 mm of natural substrate bed. Include a low flow channel within the culvert to maintain a wetted perimeter and provide fish passage during low flow conditions. Provide betterment across the riparian zone with natural planting and removal of invasive species to mitigate for the loss in watercourse and riparian zone length. Total length of channel lost to culverts should be reinstated elsewhere in watercourse via introduction of WFD areas.

- Active Travel Route – Retain and enhance a 20 m vegetated buffer of native shrubs and trees along both banks of watercourses and around water dependent ecosystems. The change in land use will mitigate any loss to habitat quantity in the section of site with a hardstanding active travel route in the riparian zone, by providing a substantial increase in habitat quality across the site.

18.2.53 Overall, with best practice construction and targeted ecological and hydromorphological mitigation, the remaining impacts on WFD elements are anticipated to not result in a downgrading of WFD classification of the watercourses, and will not prevent reaching “Good” ecological rating in the future.

Water Resources

18.2.54 There are no residual effects on the wastewater and potable water scheme, provided the foul water drainage strategy is implemented as designed and through promotion of water efficiency measures respectively. Hence the effect is negligible. Any works required to the wider network

will be delivered by Thames Water and their design will be subject to the standard requirements with regards to environmental impacts.

18.2.55 Overall no significant effects have been identified in relation to hydrology.

Landscape and Visual Impact

18.2.56 In terms of additional mitigation, strategic planting will help mitigate some of the visual effects, and whilst this planting is shown on the Illustrative Landscape Strategy the final design would be secured at the Reserved Matters application stages. If such additional planting mitigation were to be incorporated in the scheme, this is conditional on the specific nature of the final landscape design.

18.2.57 In terms of residual effects, the landscape assessments has been based on the assumption that the proposed areas of Green Infrastructure will incorporate a variety of vegetation features as an inherent part of the spaces and as reflected in the initial BNG calculations. Later planning applications can contribute to the screening/softening of the visual setting of the new development, which is classified as additional mitigation. This will result in the diminishing of the final, residual effects.

18.2.58 Significant residual adverse effects are identified on: the draft River Loddon Valued Landscape in the area of proposed housing to the south of the River Loddon and adjacent to the M4 motorway; CA1 ‘Loddon River Valley: M4 Corridor’, adjacent to the M4 and River Loddon crossings; CA2 ‘Loddon River Valley: Loddon West’, with views to the new river crossing; CA3 ‘Arborfield River Terrace: Arborfield Hall Parkland’ & CA4 ‘Arborfield River Terrace: Loddon East’, where farmland would be replaced by new development; CA5 ‘Arborfield and Barkham Settled and Farmed Clay: Mole Road’, where farmland would be replaced by self-build units and the gypsy and traveller pitches; and, the arable farmland land use throughout the Site.

18.2.59 Significant residual beneficial effects are likely on: areas of the draft River Loddon Valued Landscape in the proposed Eco Valley area; CA2 ‘Loddon River Valley: Loddon West’, in the Eco Valley and SANG area; CA3 ‘Arborfield River Terrace: Arborfield Hall Parkland’, where farmland would be replaced by open space; CA4 ‘Arborfield River Terrace: Loddon East’, where farmland would be replaced by the SANG link and green space; with grassland throughout the Site, with additional and enhanced grassland; and direct beneficial effects on trees, hedgerows/scrub and, access and public rights of way throughout the Site.

18.2.60 With regards to the visual assessment, the additional mitigation planting would reduce visual effects from a number of viewpoints. The precise benefits would be subject to the Reserved Matters applications but are likely to result in the following significant residual adverse effects:

- Users of PRoW ARBO3, off Church Lane, Arborfield
- Users of A327 Reading Road Arborfield immediately adjacent to the proposed southern entrance.
- Users of PRoW ARBO5A joining Betty Grove Lane with Julke’s Lane Carter’s Hill, to the south of Gravelpit Wood
- Users of PRoW ARBO5 Byway open to all traffic (joining Betty Grove Lane with Julke’s Lane Carter’s Hill, to the north of Gravelpit Wood)
- Users of PRoW ARBO3 Byway open to all traffic (joining Julke’s Lane, Carter’s Hill with Church Lane, Arborfield, via CEDAR farm buildings
- Users of PRoW ARBO2 footpath connecting the CEDAR farm buildings with Hall Farm

- Users of PRoW ARBO1 Footpath linking the River Loddon at Hall Farm with Arborfield.

Noise & Vibration

Construction Phase

18.2.61 During the construction phase of the Proposed Development, no residual significant effects have been identified. Impacts on Noise Sensitive Receptors (NSR's) from construction are predicted to result in negligible to minor adverse effects (not significant) following the adherence to a CEMP and good construction practice with regards to noise and vibration. Impacts from construction traffic are expected to result in negligible effects on NSR.

18.2.62 No additional mitigation measures have been identified as being required.

Operational Phase

18.2.63 During the operational phase of the Proposed Development, no residual significant effects have been identified. Impacts on Noise Sensitive Receptors (NSR's) from the operation on plant and outdoor sport facilities are predicted to result in negligible to minor adverse effects (not significant). Impacts from operational traffic are expected to result in negligible effects on NSR.

18.2.64 No additional mitigation measures have been identified as being required.

Socio-Economics

Construction Phase

18.2.65 In terms of residual effects during construction, and due to the nature of the construction industry and different stages involved with the Proposed Development, the construction process would include a range of occupational levels ranging from unskilled or labouring jobs to more senior positions, as well as a range of professional disciplines. This could also facilitate the growth of the local construction industry by enabling firms to expand and potentially take on more employees.

18.2.66 Furthermore, local and regional businesses would benefit from established trade linkages during the construction of the Proposed Development. These linkages across the region relating to the construction activity would leave longer term benefits to those companies in the supply chain through established relationships on future projects and skilled-up workers.

18.2.67 The Proposed Development could have an impact of low magnitude on the low sensitivity construction workers of the Study Area. This could result in a temporary beneficial effect which would not be significant in EIA terms.

18.2.68 No additional mitigation measure have been identified.

Operational Phase

18.2.69 In terms of residual effects during operation, the indirect multiplier effects include a supply linkage multiplier in which such effects occur due to purchases made as a result of the Proposed Development, and further purchases associated with linked firms along the supply chain.

18.2.70 The longer term residual effect of increasing the supply of housing is a permanent significant beneficial effect.

18.2.71 The provision of a primary school would result in a beneficial impact of low magnitude on the medium sensitivity children seeking access to primary schools. This could result in a permanent slight beneficial effect which is not significant in EIA terms.

18.2.72 Additionally, the provision of a 1 x 8 FE secondary school would result in an beneficial impact of medium magnitude on the low sensitivity of children seeking access to secondary schools. This could result in a permanent beneficial effect of slight significance, which is not significant in EIA terms.

18.2.73 In terms of open space, 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 will be delivered. It is considered that the Proposed Development could have a beneficial impact of medium magnitude on the medium sensitivity residents seeking access to open space. This could result in a permanent beneficial effect of moderate significance, which is significant in EIA terms.

18.2.74 In terms of community infrastructure, the Proposed Development will deliver 2,600 sqm of community space through the community hub (2,500 sqm), and the Country Park Pavillion (100 sqm). It is considered that the Proposed Development could have a beneficial impact of low magnitude on the low sensitivity residents seeking access to community infrastructure This could result in a permanent beneficial effect of slight significance, which is not significant in EIA terms.

18.2.75 Overall, the Proposed Development is likely to have beneficial impacts in terms of socio-economics.

18.2.76 As a result of the inherent mitigation proposed as part of the Proposed Development, a number of the effects would be beneficial and therefore, no additional mitigation measures have been identified.

Transport & Access

Construction Phase

18.2.77 The nature of HGV trips associated with the construction activities is such that 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 phase associated with the formation of the access junctions.

18.2.78 Mindful of the specific nature of the HGV trips that would be generated during the construction period, a Construction Environment Management Plan (CEMP) would be prepared and approved by Wokingham Borough Council prior to the commencement of any development.

18.2.79 In terms of residual effects during construction, whilst the measures promoted with in the CEMP will help to alleviate the disruption during the construction phase, it is considered that there would still remain a minor adverse effect in terms of non motorised user amenity along the surrounding network during the construction activities.

Operational Phase

18.2.80 The transport and traffic effects during the operational phase of the Proposed Development include a potential for some minor adverse (not significant) and moderate adverse effects (significant) in terms of effects 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 (not significant) in terms of community severance and fear and intimidation.

18.2.81 The Proposed development does however include a substantial package of measures aimed at encouraging journeys by active travel and public transport modes as well as highway improvement schemes aimed at mitigation the impacts of the development traffic. When account is taken of the mitigation measures, the residual adverse effects are reduced to being only minor in nature (not significant). 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.

18.2.82 The assessments takes full account of committed and planned development and are therefore already inherently representative of cumulative assessments. 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 effects that range from minor adverse effects to moderate beneficial effects.

18.3 Interaction effects

18.3.1 As discussed in Chapter 5, interactive effects relate to multiple effects from a single development, which may, when experienced together, give rise to a potentially significant impact upon a receptor.

18.3.2 Analysis has been undertaken into specific receptors, or receptor groups, to identify any predicted residual effects common to a receptor across more than one assessment within the preceding chapters of this ES. Where one receptor, or group of receptors, are predicted to experience multiple effects, consideration has been given to the interaction of these effects and whether significant interactive effects are likely to arise as a result. An example would be where a local resident is affected by dust, noise and a loss of visual amenity during the construction of a scheme, with the result being a greater impact than each individual effect alone.

18.3.3 For some environmental effects, no interactions with other impacts can occur and therefore no interactive effects are considered likely to arise. For example, visual impacts do not interact with impacts on sub-surface land contamination. For other environmental effects it is apparent that interactions could occur and impact in different ways upon an individual receptor. Interactive effects are more likely to arise when the receptor or receptor group is more sensitive to change. Typical examples include ecological and human receptors.

18.3.4 The assessment of interactive effects has been undertaken in two stages.

- The identification and collation of any receptors within the technical assessments predicted to experience a residual effect (significant or otherwise) as a result of the Proposed Development.

- Consideration of the potential interactive effects on the identified receptors from multiple effects.

Receptor collation

18.3.5 The identified residual effects, as set out within the individual technical chapters of the ES, have been reviewed against the receptors they affect. Where there is more than one effect on a particular receptor, there is a requirement to determine whether there is the potential for interactions. If there is the potential for effect interactions then consideration has been given as to whether this is likely to result in a combined significant effect.

18.3.6 Where possible, to assist the consideration of possible interactive effects, receptors which share the same characteristics, sensitivities or qualifying features, have been grouped together

into a single receptor type. For example the 'Population' receptor group incorporate occupiers of existing properties in proximity to the Site as well as public amenity areas, uses or local roads and local population in respect of local services, schools, employment opportunities.

Potential for Interactive effects

18.3.7 There is no established EIA methodology for assessing and quantifying the combined effects of individual impacts arising from a proposed development on sensitive receptors. The assessment of potential interactive effects has therefore been based upon qualitative professional judgement, taking into account receptor sensitivity and the defined residual effects identified within each technical assessment.

18.3.8 For the purposes of the interactive effects assessment, only residual effects which are classified as being of minor, moderate, or major (or equivalent terminology) significance have been considered. Residual effects of negligible significance have been excluded from the assessment as, by virtue of their definition, they are considered to be imperceptible to an environmental resource or receptor.

18.3.9 Where a receptor group is predicted to experience a of range effects varying in magnitude, the worst case (i.e. greatest adverse impact) has been considered.

18.3.10 Inter-related effects specifically related to climate change that could exacerbate or ameliorate the effects of the Proposed Development on sensitive receptors have been assessed as part of the Climate Change assessment and set out in Appendix 10.3.

Construction Phase

18.3.11 As shown in Table 18.1, several residual impacts are predicted during the construction phase, affecting population (human), water environment, and heritage receptors. For the population receptor group, adverse effects include:

- Visual impacts from construction activities visible from public rights of way in and around the Site;
- Noise impacts from construction plant affecting nearby noise-sensitive receptors;
- Traffic-related impacts, such as driver delays and reduced amenity for pedestrians and other non-motorised users of public rights of way.

18.3.12 Some users of public rights of way near the Site may experience a combination of these effects simultaneously. In certain cases, this may amplify the perceived impact (for example, if a footpath user both hears construction noise and has a direct line of sight to the source, the overall effect may be heightened).

18.3.13 However, when considering receptor sensitivity and the predicted magnitude of these effects, they are not considered to result in significant interactive effects. Additionally, beneficial socio-economic effects are identified, through the creation of construction-related employment opportunities.

18.3.14 In addition to this, construction phase effects are predominantly temporary in nature, as such the duration of potential interactive effects would be limited. Through implementation of the CEMP and standard best practice construction methods, any potential combined effects on the sensitive receptors will be minimised.

Operational Phase

18.3.15 As shown in Table 18.2, during the occupational phase, multiple impacts are predicted for population (human) and heritage and water environment receptor groups.

18.3.16 Adverse impacts on the local population have been identified during the operational phase, primarily relating to:

- Noise from the operation of mechanical plant and outdoor sports facilities;
- Increased pollutant concentrations from vehicle emissions.

18.3.17 The moderate adverse impact on air quality is limited to a single residential receptor located adjacent to the M4. All other receptors and pollutants are predicted to experience slight or negligible impacts.

18.3.18 Noise-sensitive receptors potentially affected by mechanical plant associated with proposed employment areas, schools, and outdoor sports facilities (particularly receptors NSR 29–40, which are located near land allocated for outdoor sport) are situated in a different location from the receptor affected by air quality. As such, these impacts would be experienced by distinct receptor groups, and are not expected to result in interactive effects.

18.3.19 Furthermore, many of the identified impacts are beneficial, particularly those related to socio-economic improvements such as job creation. Therefore, when considered in combination, the residual effects are not considered to result in significant adverse interactive impacts.

Table 18.1 Interaction effects during construction

CONSTRUCTION PHASE	Receptor/Receptor Group					
Environmental Topic	**Population**	**Ecological Receptors**	**Landscape Character/ Features**	**Water Environment**	**Heritage receptors**	**Climate**
Air Quality	-	-	-	-	-	-
Archaeology	-	-	-	-	**Minor Adverse** (physical impact through developme nt)	-
Built heritage	-	-	-	-	**Minor Adverse**	-
Climate Change & Greenhouse Gases	**Low Risk** (Risks to the construction workforce health and safety, and to the constriction programme)	-	-	-	-	**Minor Adverse**
Ecology	-	**Permanent Adverse** (loss of Veteran Trees at ZoI level) **Temporary Adverse** (breeding birds at local level)	-	**Permanent Adverse** (Historic Floodplain Ditches and Modified Watercourses at ZoI level)	-	-
Human Health	**Minor Adverse to Minor Beneficial**	-	-	-	-	-
Hydrology (including Flood Risk & Drainage)	-	-	-	**Minor Adverse**	-	-
Landscape & Visual Impact	**Moderate Adverse**	-	**Minor-Moderate Adverse**	-	-	-
Noise & Vibration	**Minor Adverse**	-	-	-	-	-
Socio-economics	**Minor Beneficial**	-	-	-	-	-
Transport & Access	**Minor Adverse**	-	-	-	-	-

Table 18.2 Interaction effects during operation

OPERATIONAL PHASE	Receptor/Receptor Group					
Environmental Topic	**Population**	**Ecological Receptors**	**Landscape Character/ Features**	**Water Environment**	**Heritage receptors**	**Climate**
Air Quality	**Moderate Adverse** (Increase in pollutant concentrations generated by vehicles during operation)	-	-	-	-	-
Archaeology	-	-	-	-	**Minor Adverse** (physical impact through development)	-
Built heritage	-	-	-	-	**Minor Adverse**	-
Climate Change & Greenhouse Gases	**Low Risk** (Risks to the physical integrity of buildings and to health and wellbeing of residents)	-	-	-	-	**Minor Adverse**
Ecology	-	**Permanent Beneficial**	-	**Permanent Beneficial**	-	-
Human Health	**Minor Adverse to Major Beneficial**	-	-	-	-	-
Hydrology (including Flood Risk & Drainage)	-	-	-	**Minor Adverse**	-	-
Landscape & Visual Impact	**Moderate Adverse**	-	**Major Adverse to Major Beneficial**	-	-	-
Noise & Vibration	**Minor Adverse**	-	-	-	-	-
Socio-economics	**Slight Adverse to Large Beneficial**	-	-	-	-	-
Transport & Access	**Minor Adverse to Moderate Beneficial**	-	-	-	-	-

18.4 Cumulative Effects

18.4.1 As set out in Chapter 5, each chapter of the ES has assessed cumulative effects using the following assessment scenarios:

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

18.4.2 Each chapter is taken in turn below, starting with the cumulative effects of the LVGV and then moving onto the effects from wider committed development.

Air Quality

18.4.3 Effects from Air Quality during the construction phase, primarily relate to the combined effects from neighbouring construction sites, overlapping at an affected receptor therefore, there is the potential for cumulative effects with LVGV as well as nearby committed developments. However, each construction site, including LGV will be required to implement appropriate dust suppression / mitigation measures through a Construction Environmental Management Plan (CEMP). Therefore, residual cumulative effects are therefore, assessed as negligible and not significant.

18.4.4 During operation, cumulative effects have been considered from traffic from the full LVGV. Similarly, cumulative effects from traffic from other wider development has been included within the traffic data. The overall residual effects in air quality are considered to be not significant at human receptors.

Archaeology

18.4.5 As impacts are likely to be site-centric, no adverse cumulative effects are expected from the LVGV. Any archaeological recording undertaken would add to the understanding and knowledge of the local archaeological record.

18.4.6 The assessment of wider committed development demonstrated that no cumulative effects were anticipated.

Built Heritage

18.4.7 No significant built heritage cumulative effects were anticipated from the LVGV.

18.4.8 The assessment of wider committed development demonstrated that no cumulative effects were anticipated.

Climate Change and Greenhouse Gases

18.4.9 As the LGV and LVGV are to be constructed and delivered within a similar timeframe, their cumulative greenhouse gas emissions have the potential to contribute to a combined impact on the atmospheric mass of GHGs. The LVGV was treated as a whole for Climate Change and GHGs and therefore, the GHGs are considered to be greater than those of the Proposed Development but nevertheless, remain within the scope of the local carbon budget trajectory if mitigation measures are adopted across all sites.

18.4.10 The Climate Change and GHGs chapter has taken into account wider committed development and has assumed all developments will be subject to current and emerging planning policy, energy efficiency standards, low-carbon technologies and mitigation measures. Furthermore,

the climate risk assessment (Appendix 10.2) incorporated future climate projections to account for the cumulative influence of global GHG emissions on local climate conditions thereby, ensuring residence and adaptation measures for the Proposed Development are robust under a worst-case scenario.

Ecology

18.4.11 As wintering wildfowl were only recorded within the Site boundary and not within the LVGV, additional negative effects arising on wintering wildfowl are not anticipated. No other features are subject to residual negative effects as a result of the Proposed Development and LVGV.

18.4.12 In terms of wider committed development, there is the potential for residual negative effects, during construction, relating specifically to the disturbance of overwintering foraging and roosting birds utilising the River Loddon floodplain however, these effects are expected to be temporary and sporadic in nature. Furthermore, no identified committed schemes are located within proximity of wetland habitats and are unlikely to support significant populations of overwintering wildfowl. As such, it is considered that no sites are likely to act cumulatively with the Proposed Development to generate additional impacts on the overwintering bird assemblage or any other important ecological features.

Human Health

18.4.13 Human health assesses in combination effects with other disciplines. During construction, no cumulative effects are expected from the LVGV for Air Quality or Noise and are therefore, considered not significant. Additionally, temporary beneficial effects are likely to result from socio-economics receptors. Similarly, in highways terms, there would be no material impact on severance, pedestrian delay, pedestrian fear and intimidation and highway safety. Nevertheless, due to the increased HGV movements during construction of the LVGV, there may be a potential adverse impact to non-motorised user amenity.

18.4.14 During operation, impacts from air quality and noise will be the same as the effects from the Proposed Development. In terms of socio-economics, during operation LVGV is anticipated to generate 3,450 on-site jobs including homeworkers, which would result in a permanent beneficial effect of moderate significance. In highways terms, for both low and high sensitivity receptors, based on changes to transport nature and flow rate, a minor adverse effect on human health and wellbeing would be predicted with regard to severance, NMU delay, and fear and intimidation, which would not be significant. With respect to NMU amenity, a minor beneficial effect would be predicted, with would not be significant. With respect to highway safety, a negligible effect would be predicted, which would not be significant.

18.4.15 In terms of wider committed development, again no cumulative effects are anticipated during construction for air quality. In terms of noise exposure, only developments within 600m of the Site are likely to contribute to cumulative noise effects, nevertheless, contractors will follow CEMPs which outline mitigation measures thereby resulting in temporary not significant effects. In terms of socio-economics, the construction of cumulative sites would help support the construction industry in the region and provide construction jobs resulting in a temporary beneficial effect.

18.4.16 In terms of wider committed development, during operation, again, effects from traffic for other wider committed developments has been included in the Air Quality and Transport and Access chapters of the ES. In terms of noise, low sensitivity receptors would have negligible effects that are not significant and high sensitivity receptors would experience minor adverse effects which are also not significant. In terms of socio-economics, whilst the total number of operational jobs has not been possible to quantify, employment floorspace and homeworkers

are likely to result in additional direct and indirect employment opportunities for residents of Wokingham which is likely to result in permanent beneficial effects of moderate significance.

Hydrology (including Flood Risk and Drainage)

18.4.17 In terms of flood risk and drainage, hydrogeology and the Water Framework Directive (WFD), there are no wider cumulative effects expected from the LVGV. In terms of Water Resources, wastewater and potable water demand is catchment wide and therefore, effects must be taken in combination with LVGV and it is for Thames Water to confirm their preferred strategy for accommodating the Proposed Development and LVGV. Therefore, there is likely to be a small magnitude of change on medium sensitivity receptors without mitigation. However, with mitigation, such as the implementation of a foul water drainage strategy and the promotion of water use efficiency measures, there are no residual cumulative effects anticipated. Therefore, their significance is considered to be negligible for LVGV.

18.4.18 In terms of wider committed development, flood risk and drainage, hydrogeology and the Water Framework Directive (WFD), there are no wider cumulative effects expected from wider committed development. Similarly, there is likely to be a small magnitude of change on medium sensitivity receptors without mitigation. However, with mitigation, such as the implementation of a foul water drainage strategy and the promotion of water use efficiency measures, there are no residual cumulative effects anticipated. Therefore, their significance is considered to be negligible for wider committed development.

Landscape and Visual Impact

18.4.19 Although, together, all elements of the LVGV would result in greater loss of arable and modified grass fields. The Proposed Development would not result in any significant cumulative effects in combination with the LVGV.

18.4.20 Similarly, no other significant cumulative effects are likely to result from wider committed development.

Noise and Vibration

18.4.21 For noise and vibration, during construction, LVGV will be required to implement best practice measures to ensure, for example, that construction activity is concurrent which would be detailed in a CEMP. During operation, the LVGV was included in the traffic model used to inform the chapter and the worst-case results are presented in Table 15.19 of the Noise and Vibration chapter which range from Negligible Beneficial to Significant Adverse.

18.4.22 For wider committed development, in the event that other construction programmes coincide with the Proposed Development the most likely issue will be the temporary adverse effects caused by the coinciding earthworks however, this is only likely for developments within 600m of the Site. These impacts are likely to be controlled through the implementation of a CEMP on each Site. During operation, although significant adverse effects are predicted on three links, there are no sensitive receptors in these areas and therefore, there will be no adverse effects.

Socio-economics

18.4.23 In combination with the LVGV, construction employment across the LVGV will result in a temporary beneficial effect of slight significance due to the 195 construction jobs per annum created.

18.4.24 In terms of operational employment, it is predicted that LVGV will generate 3,450 on-site jobs which is a permanent beneficial effect of moderate significance.

18.4.25 In terms of housing, the development of 3,930 units delivered as part of the LVGV is highly beneficial to result in a permanent beneficial effect of large significance.

18.4.26 In terms of education, the absence of early years provision results in a permanent adverse effect of slight significance. Primary education for the LVGV will result in a need of 1,209 primary school places. Through the provision of 2 x 3 Form Entry Primary Schools, 1,260 places are being provided on Site which would be sufficient to meet the needs of the LVGV. Therefore, there is a permanent effect of neutral significance. In terms of secondary education, 546 secondary places will be generated by the LVGV. Through the provision of a 1 x 8 Form Entry Secondary School, 1,200 places will be provided on site which will more than accommodate all demand arising from the Proposed Development, with a surplus of 654 places. It is anticipated that this would result in a permanent beneficial impact of slight significance.

18.4.27 In terms of open space, the Proposed Development will deliver:

- 79.4ha of natural green space;
- 18.2ha of civic greenspace;
- 9.2ha of parks and gardens;
- 14.7ha of outdoor sports facilities;
- 2.2ha of civic space;
- 0.4ha of cemetery;
- 4.5ha of gardens and allotment;
- 0.35ha of community orchards; and,
- 1.68ha of play space provision.

18.4.28 This open space provision is assumed to meet the needs of LVGV with the rest of the Site likely to make its own provision of play space and allotments. This will result in a permanent beneficial effect of moderate significance.

18.4.29 In terms of community infrastructure, the LVGV is required to deliver 608m^2 of community space. It is proposed that the Proposed Development delivers 2,600m^2 of community space, a surplus of 1,902m^2, which will result in a permanent beneficial effect of slight significance.

18.4.30 For wider committed development, the construction of cumulative sites would help support construction firms operating in the region and provide jobs in the construction industry with seven of the planning application documents outlining approximately 3,157 net additional job-years of construction employment being generated which would result in a positive impact of medium magnitude resulting in a low beneficial effect over the short and medium term.

18.4.31 In terms of operational employment, some residents are likely to seek employment from developments nearby and, although it is not possible to quantify the total operational job creation from all other committed schemes given the absence of publicly available information on job creation. Nevertheless, committed developments are estimated to have a beneficial impact of medium magnitude and the effect of the Proposed Development combined with cumulative schemes is estimated to remain a permanent beneficial effect of moderate significance.

18.4.32 In terms of housing, cumulative schemes are expected to deliver around 11,795 dwellings in the Study Area, representing 89% of the housing need in the housing market area, with 4,016 expected to be affordable. This is expected to have a permanent beneficial effect of moderate significance.

18.4.33 In terms of education, the absence of early years provision results in a permanent slight adverse effect of slight significance. Committed developments have been identified to be providing new primary schools resulting in a combined capacity for 1,470 pupils across four schools. Each development is expected to meet its own needs and therefore, it is not anticipated that there would be any significant adverse impacts generated by the cumulative schemes which would result in a permanent slight beneficial effect. In terms of secondary education, no cumulative schemes are identified as delivering secondary school provision resulting in a deficit of 3,963 places. Again, each development is expected to meet its own needs and therefore, it is not anticipated that there would be any significant adverse impacts generated by the cumulative schemes which would result in a permanent slight beneficial effect.

18.4.34 In terms of open space, wider committed schemes have been proposed to deliver:

- 18.6ha of open space at Barkham, 10ha of open space from two other developments

18.4.35 Cumulative development would be expected to provide on-site open space in line with policy requirements, or where not feasible to provide off-site mitigation or financial contributions to mitigate any adverse impact. As such, the Proposed Development will deliver 118ha of open space across all typologies (17.6ha per 1,000 people). Hence the impact of the cumulative schemes is therefore, expected to remain a permanent effect of moderate significance.

18.4.36 In terms of community infrastructure, no wider committed development is identified with the provision of new community facilities. The Proposed Development will deliver 2,600 m^2, 2,116 m^2 above the minimum requirement. The cumulative effect of the Proposed Development with cumulative schemes is therefore, expected to remain a permanent beneficial effect.

Transport and Access

18.4.37 For the LVGV, during construction, taken together it is estimated that the LVGV will achieve an annual build out rate of approximately 255 dwellings per annum across the LVGV, resulting in 435 construction movements a day. As such, above the forecast baseline scenario, there would only be traffic increases no greater than +3% during the peak hours. Construction movements would be controlled via the CEMP thereby resulting in a minor adverse effect which is not significant in terms of non motorised user (NMU) amenity. The effect of these trips on other assessment criteria (community severance, driver delay, NMU delay, fear and intimidation and highway safety would be negligible. Nevertheless, the construction of LVGV access junctions and service utility diversions, over a 6 to 12 month period are likely to result in a slight adverse effect in terms of driver delay whilst traffic management measures are in place.

18.4.38 During operation, the LVGV will generate a total of 3,634 two way trips in the AM peak hour and 3,227 in the PM peak hour which, although much lower on many junctions, would pose increases on some junctions of between 10% and 30% which will require further assessment. Those links with an increase of less than 10% change are not perceptible in EIA terms.

18.4.39 In terms of severance, with new pedestrian crossings at Hatch Farm Way, Shinfield Eastern Relief and Arborfield Road there are likely to be minor beneficial effects in terms of community severance. However, a minor adverse effect for Observer Way and Meldreth Way would remain.

18.4.40 In terms of driver delay, capacity results identify the Mole Road / Mill Lane roundabout; the nearby King Street Lane / Hatch Farm Way signal junction would operate over capacity without additional mitigation. However with additional mitigation for these two junctions, which would address the increase in queuing delay, these effects would be reduced to being negligible.

18.4.41 In terms of NMU delay, effects on a number of junctions range from negligible to minor adverse effects (not significant). Additionally, in terms of NMU amenity, most effects would be negligible across the network however, there is considered to be a moderate beneficial effect (significant) at Mill Lane to the north of the M4 motorway with traffic movements reducing significantly.

18.4.42 In terms of fear and intimidation, the implementation of a new footway/cycleway along the Arborfield Road corridor along with the new crossing facilities will more than outweigh the negative effects of increased traffic flows, resulting in a minor beneficial effect (not significant). Nevertheless, the minor adverse effects identified at the Observer Way and B3270 corridors would remain.

18.4.43 In terms of highway safety, in majority of accidents in the local personal injury accident data, analysis suggests that human error is the primary cause of most accidents. As such, the there would be a minor adverse effect (not significant) in terms of highway safety.

Summary

18.4.44 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, NMU 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.

18.5 Conclusion and Next Steps

18.5.1 A tabulation of the summary of effects is provided in Appendix 18.1 and a summary of mitigation measures is provided in Appendix 18.2.

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

18.5.3 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.

18.5.4 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.

18.5.5 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

18.5.6 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

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18.5.7 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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