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 residential development as part of the new LVGV community, the environmental effects of decommissioning are considered to be applicable and have not been considered.

3.2 Development Description

3.2.1 The description of the development is as follows:

"Outline Planning Application for the comprehensive development of land at Newlands Farm as part of Loddon Valley Garden Village, comprising:

- *up to 430 dwellings;*
- *vehicular, bus, cycle and pedestrian corridor between Mole Road and northern boundary of site, to connect with the proposed Loddon Garden Village spine road;*
- *new pedestrian and cycle link between Byway ARB03 (Carter's Hill Lane) and Byway ARB08 (Ellis's Hill);*
- *comprehensive strategic landscaping and network of multi-functional green and blue infrastructure,*
- *biodiversity enhancements to achieve at least a net gain of 10%.*
- *associated utilities, infrastructure, and engineering works*

All matters reserved other than details for the approval of the principal access from Mole Road."

3.2.2 The EIA has assessed the quantum of development set out above alongside the spatial parameters set out within the parameter plans and detailed designs for the principal access from Mole Road. The Parameter Plans and detailed design drawings set out in Table 3.3 at the end of this chapter. These are provided in ES Volume 1b – Main Statement Figures and Drawings.

3.2.3 The Proposed Development is defined by the Parameter Plans which establish the maximum envelope of development applied for. These define the maximum parameters in terms of land use areas, building heights and transport routes which reflect the Outline nature of the application. Further detail of the Proposed Development and its anticipated delivery is provided below.

- **Figure 3.1 – Route Hierarchy RHP.01 F** – The proposed Route Hierarchy Plan envisions a clear hierarchy of streets that are safe a legible. The road network creates a permeable development through several primary, secondary and tertiary routes which link off the main spine road, alongside further footpaths and greenway routes. The Site

is proposed to have two main primary vehicular access routes from Mole Road to the south, and via the University's Loddon Garden Village (LGV) parcel to the north. Traffic calming and potential pedestrian crossing points are proposed along the primary access road whilst connections with wider active travel routes are planned throughout the Site. Emergency access is provided off Church Lane to the southwest and a shared equestrian access is provided to the southeast.

- **Figure 3.2 – Framework Plan FWP.01 G** – The proposed Framework Plan sets out the areas identified for residential development, play and open space, drainage features and planting alongside access and active travel routes. The plan shows that the development will be located to the east and west of a primary access route that connects the site to Mole Road to the south, and the Loddon Garden Village area to the north. Features such as attenuation basins, greenspaces and greenways will be located along the outer edge of the Application Site.
- **Figure 3.3 – Storey Heights Plan SHP.01 D** – The proposed Storey Heights parameter plan aims to maximise housing delivery whilst also considering the sensitivities of the surrounding context. The plan shows that the development with the maximum proposed heights of up to four storeys (max 16m ridge height) is to be located within the centre of the Site along the spine road. Moving outwards from the centre of the Site, building heights reduce to up to three storeys (max 12m ridge height), and finally to up to two storeys (max 9m ridge height) on the more sensitive edges of the development area.
- **Figure 3.4 – Landscape & Land Use Plan LLU.01 A** – The Landscape and Land Use Plan sets out the combined land use of the areas of residential development, the spine road, public open space, blue/green infrastructure, woodland buffer, play space, communal food production and potential internal green corridors into a comprehensive plan which the future reserved matters application will be based on.

3.2.4 The Illustrative Masterplan (Illustrative Master Plan IMP.01 P1) for the Proposed Development is shown in Figure 3.5. The plan sets out a proposed layout for the development of the Site within the redline boundary.

3.2.5 The Illustrative Masterplan has been iteratively refined following consultation with Wokingham Borough Council. It provides an illustrative overview of one way in which the proposal could come forward within the Parameter Plans submitted. Whilst this has been provided for information, the EIA has principally assessed the Parameter Plans.

Figure 3.5 Illustrative Masterplan (Illustrative Master Plan IMP.01 P1)

3.2.6 This section describes in detail, the Proposed Development and the associated technical studies.

Land Use

3.2.7 The Site measures approximately 23.35ha overall. The Land Use plan sets out areas across the Site, within which the major components, as shown on the Parameter Plans, include:

- Developable area: 11.69 ha
- Parks and public gardens 1.149 ha
- Natural/semi-natural green space: 6.90 ha
- Amenity greenspace 1.318 ha
- Play space: 0.259 ha
- Allotments 0.560 ha

Illustrative Mix and Tenure

Residential

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

Table 3.1 Local Housing Needs Assessment

Number of Bedrooms	Affordable Housing	Total Market Housing
1-bed	17%	5%
2-bed	38%	13%
3-bed	33%	47%
4+ bed	12%	36%

3.2.9 Given this application is made in Outline, with Layout and Scale as Reserved Matters, a specific housing mix is not proposed. As each phase of the development comes forward, the applicant for that phase will propose a mix that reflects relevant policy and the latest evidence.

3.2.10 Although a detailed mix for specialist accommodation has not been formalised at this outline stage, there is sufficient flexibility within the proposals for this to come forward as the Site progresses.

3.2.11 The mix and quantum of Part M4(1), M4(2) and M4(3) accessible dwellings can be secured by planning condition or within the Section 106 agreement, where required, to be in line with the latest Building Regulations.

Access

3.2.12 Access to the Site is proposed from the B3030 Mole Road to the south (See Drawing ITB17371-GA-010). In addition to the following is proposed:

- A new emergency vehicle and pedestrian/cycle access off Church Lane (See Drawing ITB17371-GA-011);
- A new pedestrian/cycle access to Mole Road in the vicinity of Ellis' Hill (See Drawing ITB17371-GA-017);

3.2.13 The access strategy seeks to achieve convenient and direct pedestrian and cycle access across the Site, fitting with the active travel strategy for the wider LVGV site.

Vehicular access and car parking

3.2.14 The proposed vehicular access to the Site is to be provided off the B3030 Mole Road to the south and from the University's LGV parcel to the north. An emergency vehicle access is also to be provided off Church Lane.

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

Pedestrian and cycle access and parking

3.2.16 Segregated cycleways will be provided to a high specification along the main spine road, and will be supplemented by an extensive network of shared use footways / cycleways throughout the Site. Off-road routes follow corridors which respond positively to WBC's planned Greenway networks in the area (identified through the WBC Rights of Way Improvement Plan 2020-2030). A network of other, less formal, paths will also be provided along the peripheries of the development which will complement and enhance the Public Rights of Way in these areas.

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

Public transport connectivity

3.2.18 Public transport connections are available nearby. The nearest train station, Winnersh, is approximately 3.4km to the northeast and offers frequent services between Reading and London Waterloo. Reading Station, a key hub in the national rail network, is 7.0km north, while Wokingham Railway Station is located approximately 4.3km east of the Site.

3.2.19 Multiple bus routes operate within the vicinity of the Site.

Servicing and refuse

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

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

3.2.22 Servicing and refuse management will be monitored and reviewed regularly to ensure it is as efficient as possible.

Drainage

3.2.23 A Drainage Strategy has been produced by Abley Letchford(See Appendix 13.1). Given the application is being submitted mostly in Outline, the drainage strategy sets out the drainage design parameters that are proposed to inform the future drainage design and approvals for the Site.

3.2.24 The proposed drainage network is designed not to exacerbate any existing flood risk associated with properties situated upstream, or downstream, of the Site in accordance with principles set out within the National Planning Policy Framework (NPPF).

Surface Water Drainage Strategy

3.2.25 The proposed Drainage Strategy has been developed to achieve the requirements of NPPF and Adopted and Emerging Local Plan policies and foresees the provision of a comprehensive Sustainable Drainage System (SuDS) which is provided as part of the Drainage Strategy submitted as part of this application (see Appendix 13.1). The utilisation of SuDS not only provides the benefit of controlling waters at source and online treatment of collected surface water but also allows enhanced aesthetics through improved landscaping, biodiversity, and ecological opportunities.

3.2.26 SuDS are proposed as mitigation and assumptions have been made in order to appropriately size attenuation for surface water flows. As the underlying geology is not conducive to the use of infiltration type techniques the surface water drainage proposals will be designed to attenuate runoff with controlled discharge to the existing local watercourses.

3.2.27 The proposed surface water drainage strategy will manage the flood risk posed by uncontrolled surface water runoff from the site. Any increase in surface water run-off can be managed using SuDS source control techniques as well as attenuation features to provide storage in extreme storm events. This provides the minimum of two treatment storage stages which is in accordance with the recommendations of CIRIA C753. All surface water drainage systems will be designed to restrict drainage discharge rates to QBAR runoff rates and store the balance of water for all events up to and including the 1 in 100-year event including an allowance for a 40% increase in rainfall intensities as a result of climate change and urban creep.Basins will form an integral part of the landscape and will be designed to reflect the landscape typologies within which they are located. Careful integration of landscape and green infrastructure will further support sustainable drainage objectives, while also contributing to the overall ecological value and visual appeal of the development. For example, within amenity green space, the basins will be designed with side slopes with a maximum gradient of 1 in 5 to provide access for amenity use. Where appropriate and safe to do so, informal seating and steps may be included as well as features to promote play. These basins will be predominantly dry until rainfall events.

3.2.28 It is proposed to provide a network of roadside swales, bioretention features such as filter strips, and traditional pipes to collect the surface water runoff from impermeable areas such as roads, roofs and driveways.

Foul Water Drainage Strategy

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

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

3.2.31 Initial discussions between Abley Letchford and Thames Water have taken place.

3.2.32 This initial Pre-Planning Enquiry to Thames Water has established inadequate sewer capacity within the immediate vicinity and known performance issues at the Arborfield Sewage Treatment Works. Discussions are ongoing with Thames Water regarding the extent of additional off-Site sewers or improvements to existing sewers that will be required to provide sufficient capacity to service the development. Thames Water will not commence modelling until they are confident that development will take place, for example once outline planning permission has been granted.

3.2.33 The proposed foul water sewers and pump station will be designed in collaboration with Thames Water as approving body in accordance with the new Sewerage Sector Guidance (SSG) and will be offered to Thames Water or New Appointment Variation (NAV) for adoption under S104 Agreements of the Water Industry Act.

Ecological Mitigation and Enhancement

3.2.34 The Ecological Impact Assessment for the Proposed Development has been produced by Ecological Planning and Research Ltd. (EPR) and sets out the likely significant effects on biodiversity and ecology.

3.2.35 Twelve Local Wildlife Sites (LWS) are located within a 2km radius of the Site. No sites are located within or immediately adjacent to the Site boundary.

3.2.36 The Site is located approximately 4.35km north of the designated Thames Basin Heaths Special Protection Area (SPA). The Thames Basin Heaths is designated because it supports populations of Dartford Warbler Sylvia undata, Nightjar Camprimulgus europaeus and Woodlark Lullula arborea.

3.2.37 The Proposed Development is likely to lead to some habitat loss, disturbance of species and changes in water quality, however, the Proposed Development includes a significant amount of mitigation both inherent in the design of the proposals, particularly through the provision of Biodiversity Net Gain, and as additional mitigation and compensation which will address any residual negative effects.

3.2.38 The proposed ecological mitigation strategy includes:

- Construction Environmental Management Plan (CEMP) – A CEMP will be implemented during the construction phase to address impacts such as dust, noise, lighting, and other forms of pollution. The CEMP will be secured by condition.
- Buffer Zones – All retained habitats identified as Important Ecological Features (IEFs) will be appropriately buffered. This includes implementing buffers during the construction phase to prevent damage and incorporating semi-natural buffers during the operational phase. IEF habitats include Provisional Ancient Woodlands, habitats listed under Section 41 of the NERC Act 2006 (as amended) and watercourses. The onsite deciduous woodland will be subject to a buffer zone of no less than 15m to protect root systems and canopies. Buffer Zones are inherent to the design of the scheme.
- Tree Root Protection Zones – To avoid root zone compaction and accidental damage to retained trees and hedgerows, a Tree Protection Plan will be implemented during the construction phase. This plan will include prescriptions for the installation and maintenance of fencing to exclude construction activity within root protection areas. A radius extending 15 times the diameter of the tree (as measured at 1.5m above ground level) or 5m beyond the tree's outermost canopy will be implemented. Tree Root Protection Zones are inherent to the design of the scheme with a detailed Tree Protection Plan secured by planning condition.
- Lighting Strategy – During the construction phase, the impacts of artificial lighting will be controlled through measures implemented as part of the CEMP. The lighting strategy will take into consideration ecologically sensitive features to be identified through existing and update ecological surveys, with a particular focus on nocturnal and crepuscular species. A detailed lighting strategy will be secured by planning condition.
- Habitat Creation and Management Plan – A detailed habitat creation and management plan would be secured by planning condition to provide additional habitat features for select species of bats. Retained and created habitats will be managed to enhance their quality.

3.2.39 In summary, the Proposed Development will implement a range of ecological mitigation strategies, including a Construction Environmental Management Plan to control pollution, buffer zones for important habitats, tree root protection, and a detailed drainage plan to safeguard water quality. Lighting and access will be managed to minimise impacts on wildlife. Additional targeted actions include improving habitats for bats, ensuring their protection and supporting biodiversity throughout the development.

Landscape

3.2.40 The Landscape and Land Use Parameter Plan (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.

3.2.41 A Landscape & Visual Impact Assessment and Landscape Strategy has been prepared by Savills in support of the Application.

3.2.42 The rural landscape, is primarily defined by agricultural uses, with a significant quantum of built development at Arborfield Green, approximately 1.6km to the south and Shinfield, approximately 2.1km to the northwest altering the landscape character of the area. The potential built development as part of the Loddon Valley Garden Village allocation will also alter this character further. Southern parts of the Site, form a natural boundary and offer visual enclosure of the Site which will be preserved within the Proposed Development.

3.2.43 Although there are no national landscape designations on the Site, local policies (such as Policy NE6 – Valued Landscape of the emerging Local Plan Update) require careful integration of the development with the area's character and valued landscapes. Existing landscape features will be enhanced and incorporated into the masterplan's green network.

Landscape Strategy

3.2.44 The Landscape Strategy for the Proposed Development is shaped by a comprehensive assessment of the Site's character, history, and existing biodiversity. It seeks to preserve and enhance the natural qualities of the wider area. The Illustrative Masterplan and Landscape and Land Use Parameter Plan demonstrate how the development incorporates a generous setting of open spaces.

3.2.45 The inherent design of the scheme includes the following elements:

- Multi-Functional Green Spaces – A variety of green areas will be provided, supporting children's play, recreational activities, nature conservation, and incorporating SuDS to manage water sustainably.
- Tree Management – All existing trees covered by Tree Preservation Orders and all ancient woodland, together with a minimum 15m buffer of semi-natural land to protect root systems and canopies will be retained. Further the majority of mature trees will be retained.
- Hedgerow Management – All existing hedgerows have been incorporated with the only loss of hedgerows to be where new highways cut through them for access/sight line purposes.
- New Planting - New vegetation and tree planting will be incorporated to screen/soften view of new properties.

- Public Realm – A blend of high-quality hard and soft landscaping will be delivered, creating attractive, accessible, and legible public spaces throughout the development.

- Biodiversity Enhancement – The existing habitats will be protected and improved, and new habitats created to boost the Site's biodiversity assets. Both natural and semi-natural landscapes will be developed, closely linked with the SuDS and biodiversity strategy.

- SuDS Features – A network of basin features and new ponds will be incorporated as part of the SuDS strategy, using a variety of design approaches to manage surface water sustainably, enhance ecological value and provide opportunities for natural play.

Suitable Alternative Natural Green Space (SANG)

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

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

3.2.48 Further details of the proposed SANG are provided with the Design and Access Statement (DAS) submitted as part of the suite of planning application documents.

Energy and Sustainability

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

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

3.2.51 Chapter 10 - Climate Change and Greenhouse Gases and the Sustainability Statement (Appendix 3.1) provide further details.

Energy

3.2.52 The preliminary energy strategy for the Proposed Development is designed to support the ambition of delivering a net zero carbon community. This strategy follows the energy hierarchy – prioritising demand reduction, energy efficiency, and renewable energy generation – and sets out a clear pathway to minimise operational energy use across the Site.

3.2.53 A "fabric first" approach will underpin the design, focusing on optimising the thermal performance and airtightness of buildings to reduce the need for heating, cooling, and ventilation. The development aims to achieve a Site-wide average space heating demand of approximately 15-20 kWh/m²/year for both residential and non-residential buildings.

3.2.54 Once energy demand is reduced, efficient systems will be deployed, including all-electric heating solutions such as air-source or ground-source heat pumps, mechanical ventilation with heat recovery (MVHR), and low-energy LED lighting with smart controls. Building Management

Systems (BMS) and smart meters will be incorporated where appropriate to monitor and optimise energy performance.

3.2.55 To further reduce reliance on the grid, on-Site renewable energy technologies will be integrated, including photovoltaic (PV) panels and battery energy storage systems. These will help manage peak loads and store excess energy for use during periods of low generation.

Whole Life Carbon

3.2.56 The Proposed Development adopts a holistic approach to carbon reduction by addressing both operational and embodied carbon emissions through a Whole Life Carbon approach. This ensures that carbon impacts are considered from material extraction through to construction, operation, maintenance, and eventual deconstruction or reuse.

3.2.57 The development will also be fossil fuel-free, with an all-electric energy strategy supported by heat pumps and solar power, with an estimated Site-wide carbon emission savings potential of up to 95%, compared to a 2024 baseline. With renewables sized to match operational demand, in line with WBC's Submission Local Plan (Regulation 19), the development is expected to achieve carbon neutral status - complementing the whole life carbon strategy by eliminating emissions from on-Site combustion and reducing reliance on carbon-intensive infrastructure.

Utilities

3.2.58 A Utility Statement has been produced by BTS property consultancy. See Appendix 3.2.

Power

3.2.59 The Site contains an overhead powerline, electricity pylon and gas Main. This includes high voltage overhead power. 132kV cables intersects the Site running north to south on the western edge.

Gas

3.2.60 A medium pressure main is located in Mole Road on the southern boundary of the Site, turns north west and crosses the Site. An exclusion zone of at least 6m is required to any development from these mains and this has been factored into the parameters of the proposed development.

Drainage

3.2.61 Thames Water's records show a foul sewer under Church Lane which does not extend along the boundary of the Site. BTS have assumed that this foul sewer will not require diversion to accommodate the Site access works.

Telecoms

3.2.62 Openreach infrastructure is located along the western boundary of the Site. There are underground BT Openreach cables within Church Lane and Mole Road. Gigaclear infrastructure is located within Church Lane and Mole Road.

3.2.63 The BT Openreach and Gigaclear cables within Mole Road will be affected by the proposed highways works and can be diverted to accommodate the necessary S278 works.

3.2.64 The load demands for the Proposed Development have been assessed and all necessary enquiries have been made with statutory undertakers and utility service providers.

Lighting

3.2.65 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.

3.2.66 Due to the scale and nature of the Newlands Farm proposals, it is unlikely that significant effects will arise. The detailed design of lighting solutions will be taken into account at Reserved Matters stage.

3.3 Construction and implementation

3.3.1 This section describes the anticipated programme of 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:

- Construction to commence in 2027/28
- First occupation in 2028/29
- Construction to complete in 2033/34

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.

Plant and Equipment

3.3.5 An indication of the typical types of plant and equipment likely to be used during the Site clearance and construction works are provided in Table 3.2.

Table 3.2 Indicative Plant and Equipment

Plant/Equipment	Groundwork	Superstructure
Dozer	✓	✕
Backhoe with breaker	✓	✕
Tracked excavator	✓	✕
Dumptruck	✓	✕
Hydraulic vibratory compactor	✓	✕
Generator	✓	✓
Grinder	✕	✓
Concrete mixer	✕	✓

Tower crane	✕	✓
Piling rig	✕	✓

Methods of Working

3.3.6 It is anticipated that contractor's compound 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.

3.3.7 The working hours are anticipated to be:

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

3.3.8 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

3.3.9 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.

3.3.10 Access for construction vehicles will be gained by the main Site access off Church Lane / Mole Road to the south.

3.3.11 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 draft form with this application.

Construction Compounds

3.3.12 The construction compound is expected to be centrally located within the Site. Final confirmation on compound location will be agreed with the Council through the CEMP.

Safe storage of fuel/oil

3.3.13 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

3.3.14 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

3.3.15 As this is a residential scheme, the site will permanently alter to residential on Site and will not be decommissioned and therefore, a decommissioning phase is not considered appropriate.

3.4 Waste

3.4.1 An Outline Waste Management Report has been prepared by Celadon Consulting Ltd for the Proposed Development (Appendix 3.3). This report sets out the outline waste requirements of the Site and their ongoing waste operations.

3.4.2 This report sets out the estimated waste arising from the construction and operational stages of the Proposed Development and sets outs waste minimisation measures for all phases of the Proposed Development to comply with all relevant waste legalisation and promote strong performance in waste reuse and recycling. Detailed waste management proposals will be set out during the detailed design phase and secured through planning conditions.

Construction Waste

3.4.3 The assumption has been made in line with BRE Benchmark data with assumed average construction waste generation to be 16.8 tonnes per 100m^2 of residential floorspace. As the residential development is made in outline, it has been assumed each dwelling is, on average, 100m^2. Therefore, in total, approximately 7,224 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.

3.4.4 All construction waste will be separated on Site with as much as possible being recycled. The mixed waste which is not suitable for on Site 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.

3.4.5 In order to minimise the volume of waste generated, a Site Waste Management Plan (SWMP), forming part of the CEMP, has been prepared as part of the Waste Management Report produced by RPS. The CEMP (which should be prepared in discussion with the appointed contractor(s)) 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

Waste Management

3.4.6 An integrated waste management approach will facilitate effective recycling, composting, and safe disposal of waste from both construction and operation.

3.4.7 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.

3.4.8 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. The Council will collect the residential waste generated at the Site under their statutory duties.

Table 3.3 List of Assessment Plans

Plan Reference	Plan Name	Parameter Plan?
LP.01	Site Location Plan	✕
RHP.01	Route Hierarchy Plan	✓
FWP.01	Framework Plan	✓
SHP.01	Storey Heights Plan	✓
LLU.01	Land Use and Landscape Plan	✓
ITB17371-GA-010D	Proposed Site Access – Mole Road	✕
ITB17371-GA-011C	Pedestrian / Cycle / Emergency Vehicle Access – Church Lane	✕
ITB17371-GA-017C	Proposed Mole Road Crossing Detail	✕
ITB17371-GA-024	Potential Spine Road Alignment	✕
ITB17371-GA-018	Sindlesham Road Traffic Calming	✕
HD165-OUT-500 P1	Surface Water Drainage Strategy Plan	✕
HD165-OUT-501 P1	Foul Water Drainage Strategy Plan	✕