Land at Norman Place, Reading

Environmental Impact Assessment Screening Report

On behalf of

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For and on behalf of Stantec UK Limited				

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Appendix A Site Location Plan

1 Introduction

1.1.1 This report has been prepared by Stantec[1] on behalf of Packaged Living Limited (the Applicant). The report accompanies a request to the Reading Borough Council (RBC) to adopt a Screening Opinion to determine whether the proposed redevelopment of land at Norman Place in Reading constitutes EIA development.

1.1.2 This report reflects the requirements of the *Town and Country Planning (Environmental Impact Assessment) Regulations 2017*, as amended[i] (the 'EIA Regulations') and in accordance with Regulation 6 of the EIA Regulations, this report contains:

- *a plan sufficient to identify the land;*
- *a description of the development, including in particular:*
  - *i. a description of the physical characteristics of the development and, where relevant, of demolition works;*
  - *ii. a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;*
- *a description of the aspects of the environment likely to be significantly affected by the development;*
- *to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from:*
  - *iii. the expected residues and emissions and the production of waste, where relevant; and*
  - *iv. the use of natural resources, in particular soil, land, water and biodiversity; and*
- *such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*

1.2 Requirement for EIA

1.2.1 In order to determine whether the proposed development is 'EIA development', regard must be had for the EIA Regulations and Planning Practice Guidance[ii] (PPG). EIA development is defined by the EIA Regulations as development:

"*likely to have significant effects on the environment by virtue of factors such as its nature, size or location*".

1.2.2 EIA development falls into two Schedules in the EIA Regulations. EIA is mandatory for developments listed within Schedule 1. Schedule 2 developments require EIA if they would lead to likely significant effects on the environment. In deciding whether a Schedule 2 development is EIA development, Regulation 5(4) states:

"*Where a relevant planning authority … has to decide under these Regulations whether Schedule 2 development is EIA development, the relevant planning authority … must take into account in making that decision-*

[1] Institute of Environmental Management and Assessment EIA Quality Mark registrants.

a. *Any information provided by the applicant;*

b. *The results of any relevant EU environmental assessment which are reasonably available to relevant planning authority…; and*

c. *such of the selection criteria set out in Schedule 3 as are relevant to the development*."

1.2.3 In order to allow RBC to determine the need for EIA, this report provides a description of the site and proposed development, a review of the EIA Screening Criteria based on the EIA Regulations and the PPG, a completed EIA Screening Checklist, and a Site Location Plan at Appendix A.

2 Site and Proposed Development

2.1 Site Context

2.1.1 The site (see Figure 2.1 - Site Location Plan[2]) is located in the central area of Reading town centre and predominantly comprises commercial development and residential properties. The site is bound to the north by the River Thames towpath and the river itself which flows in a general east-to-west alignment, beyond which is Christchurch Meadows park comprising open space, a pool operated by a private leisure company on behalf of RBC, and tennis courts. To the east, the site is bound by a Thames Water office building which is six storeys. George Street (B3345) is located beyond the Thames Water building and leads to Reading Bridge which crosses the River Thames towards Caversham. An office block comprising 10 storeys is located east of George Street. To the south of the site is the A329 Vastern Way and further to the south is a multi-storey car park and Reading railway station. Norman Place, an access road, is located to the west and connects with Vastern Way and office units.

2.1.2 The surrounding buildings are varied in height and appearance and increase to 23 storeys on George Street to the east (within the Thames Quarter[3]).

2.1.3 The EP Collier Primary school, and Crayshaw Court retirement living home are located approximately 500m to the west, and 650m to the north-west of the site, respectively. The wider area is characterised by residential and commercial development associated with the urbanised town centre of Reading, followed by the local road network.

2.2 Site Description

2.2.1 Centred at OS grid reference 471,670m E, 174,060m N, the site extends to 0.54 hectares (ha) and comprises the four-storey Covea Insurance office, with associated hardstanding (car parking) and landscaping in the form of trees and ornamental hedgerow and planting. Access to the site is taken from Norman Place east of the site.

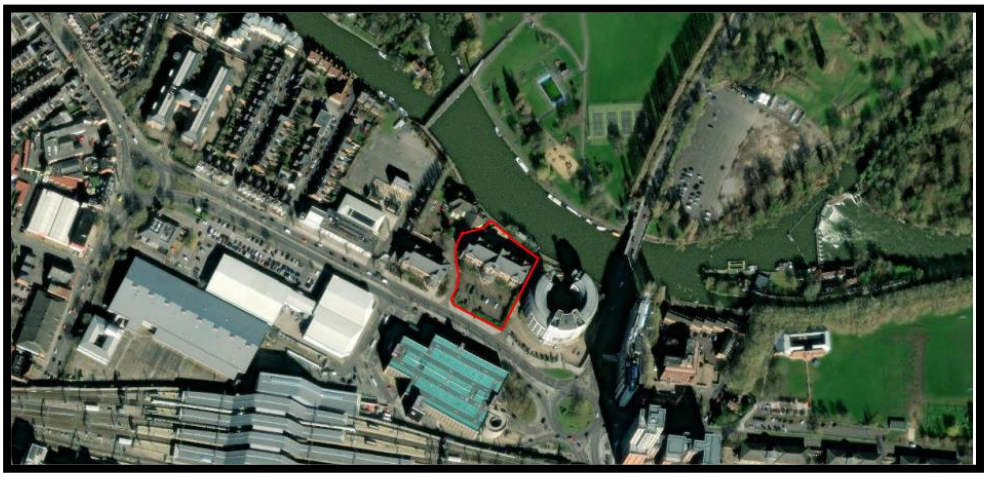

Figure 2.1 Site Location Plan

[2] A site location plan is also provided at Appendix A of this EIA Screening Report.

[3] The Thames Quarter is a Built-to-Rent development located within the centre of Reading, comprising studio, 1-, 2- and 3-bedroom apartments.

2.2.2 The ground level of the car park on the site is at approximately 38.5m Above Ordnance Datum (AOD), rising up from the adjacent Vastern Road footpath at 37.9m AOD. The northern patio area of the site slopes from approximately 38.6m AOD at the building to 38.2m AOD along the northern boundary.

2.3 Environmental Baseline Conditions

2.3.1 The environmental baseline conditions within this EIA Screening Report have been informed by desk-based research and work undertaken for the site. All distances within this report are approximate measurements taken from the closest point of the site boundary.

Cultural Heritage

2.3.2 There are no World Heritage Sites or Registered Battlefields on or within 2km of the site. Two Scheduled Monuments are located within the vicinity of the site:

- Reading Abbey: a Cluniac and Benedictine Monastery and Civil War Earthwork (ref: 1007932) located 330m to the south-east; and
- High Bridge (ref: 1005388), located 700m to the south.

2.3.3 Two Registered Parks and Gardens are within 1km of the site:

- Forbury Gardens (ref: 1000586), located 325m to the south; and
- Caversham Court (ref: 1000582), located 950m to the north-west.

2.3.4 A number of conservation areas exist within the vicinity of the site, the closest being 'Market Place and London Street' 300m to the south. Further conservation areas within 1km of the site are:

- Russell Street and Castle Hill;
- St Mary's Butts and Castle Street;
- Eldon Square; and
- St Peter's.

2.3.5 In terms of listed buildings, five Grade I, 10 Grade II* and 170 Grade II listed buildings are located within 1km of the site, which are set out below (only those Grade II listed buildings closest to the site boundary have been listed):

Grade I

- Church of St Laurence (ref: 1113532), 445m to the south;
- Abbey Gate (ref: 1155691), 480m to the south-east;
- Reading Abbey Ruins (ref: 1113477), 550m to the south-east;
- Greyfriars Church (ref: 1321952), 600m to the south-west; and
- Church of St Mary (ref: 1113573), 720m to the south south-west.

Grade II*

- Reading Town Hall (ref: 1113400), 390m to the south;
- Archway Connecting Forbury Gardens to Abbey Ruins. Including Retaining Walls Flanking Path to Abbey Ruins (ref: 1113478), 500m to the south-east;
- The Simeon Monument (ref: 1113534), 505m to the south;
- Church of St Mary (ref: 1113427), 800m to the south-west;

- 15, 17 and 19 Castle Street (respective references: 1303734, 1113413 and 1113414), each located c. 900m to the south south-west;
- Culvert on Holy Brook Running South Westwards from SU71441/73234 to 71327/73133 (ref: 1321866), 900m to the south south-west;
- 73 and 75 London Street (ref: 1156168), 980m to the south; and
- Watlington House (ref: 1321898), 1km to the south-east.

Grade II

- Main Building of Reading General Station (ref: 1321892), 240m to the south-west;
- Kings Meadow Swimming Pool (ref: 1391153), 280m to the east;
- Walter Parsons Corn Stores (ref: 1248738), 290m to the south;
- The Statue of King Edward VII (ref: 1113589), 300m to the south south-east;
- Great Western House (ref: 1113591), 340m to the south south-east;
- 13 and 15 Station Road (ref: 1113590), 390m to the south south-east;
- Numbers 8-10 Station Road and 2-25 Harris Arcade, Reading (ref: 1473816), 395m to the south;
- 15 Friar Street and Numbers 1 and 26 Harris Arcade, Reading (ref: 1113486), 420m to the south;
- 11, 12, 13 and 14 Friar Street (respective refs: 1321949, 1113484, 1321950 and 1113485), each located c. 425m to the south.

2.3.6 The built heritage assets in the vicinity of the site are surrounded by existing urban built form within Reading. The majority of heritage assets are located on the other side of the railway station/tracks.

2.3.7 An area of archaeological potential identified under Policy EN2 of the RBC Local Plan[iii] is located 100m to the east of the site, beyond B3345 George Street.

Townscape and Visual

2.3.8 There are no National Parks or National Landscapes on or in close proximity to the site. The site is not within a sensitive landscape character area; however, it is adjacent to one (see Paragraph 2.3.10).

2.3.9 The site comprises the Covea Insurance building, hardstanding and soft landscaping comprising trees, ornamental shrubs and planting. The site is within the urbanised area of Reading, with commercial and residential land use dominating the area. The site is visible from the north side of the Reading railway station.

2.3.10 The River Thames towpath bounds the north of the site, beyond which lies the river itself. The section of the River Thames towpath, the river itself and the area beyond it to the north-west, north, and north-east is designated as a 'Major Landscape Feature' under Policy EN13 of the RBC Local Plan. National Cycle Network route 4 runs along the River Thames towpath, which is also a public right of way (PRoW).

2.3.11 The buildings adjacent to the site range from four to six storeys in height. The buildings in the wider surrounding area are of varied height, increasing to 23 storeys on George Street.

Air Quality

2.3.12 The site is located within the Reading Air Quality Management Area (AQMA) declared by RBC in 2009 for annual exceedances in nitrogen dioxide (NO_2), with the source attributed to a mixture of road types.

Ground Conditions and Land Contamination

2.3.13 Online mapping[iv] shows that the site is not on, or in proximity to, an historic landfill.

Noise and Vibration

2.3.14 Due to the location of the site within the urbanised area of Reading, background noise levels will be influenced by commercial and residential activity, vehicle movements on the local road network and rail movements at Reading railway station. Some intermittent noise from users of the River Thames and it's associated towpath could also be expected.

Biodiversity

2.3.15 There are no internationally designated sites within 10km of the site. Furthermore, no nationally designated sites are within 2km of the site; those closest to the site are set out below.

- Lousehill Copse Local Nature Reserve (LNR), located 3.2km to the west south-west;
- Highwood LNR, located 3.4km to the east south-east; and
- Round Copse LNR, 3.7km to the west.

2.3.16 The River Thames is designated as an area of biodiversity interest under Policy EN12 of the RBC Local Plan.

2.3.17 The site does not lie within a Site of Special Scientific Interest (SSSI) Impact Risk Zone.

Arboriculture

2.3.18 None of the trees on or adjacent to the site are protected by a Tree Preservation Order (TPO). However, the trees along the River Thames are within the Thames Tree Corridor, meaning that they are priority areas for tree retention and planting[v].

Transport and Access

2.3.19 Reading railway station is located approximately 140m to the south-west of the site, which is managed by Network Rail and is served by Great Western Railway, CrossCountry, South Western Railway and the Elizabeth Line. The rail line runs east to London Paddington Station and west towards Bristol, Chippenham, Swindon, Newport, Cardiff Central, and Swansea.

2.3.20 A number of bus stops are located within 250m to the south and west of the site, providing connections to Oxford, Caversham Park Village, and the area of Reading.

Flood Risk and Drainage

2.3.21 The River Thames is the dominant watercourse in the area and flows east alongside the northern boundary of the site. The UK Government 'Flood Map for Planning'[vi] indicates that the majority of the site falls within Flood Zone 1 (<0.1% chance of fluvial flooding in any given year). Limited areas on the northern and eastern site boundaries within Flood Zone 2 (1% - 0.1% chance of river flooding) and Flood Zone 3 (≥1% chance of fluvial flooding in any given year). Flood Zone 2 also runs along the southern boundary.

2.3.22 A Flood Risk Assessment (FRA) has been prepared for the site to accompany the planning submission, utilising the latest Environment Agency (EA) River Thames hydraulic modelling.

Refinement of the Flood Zone extents using the EA modelled flood levels and site topographic survey demonstrates that Flood Zones 3a and 2 are limited to the public realm and/or patio areas along the northern and southern site boundaries - the existing and proposed building footprints lie wholly within Flood Zone 1.

2.3.23 The EA Surface Water Flood Map indicates that the site is predicted to be at a 'Low' or 'Very Low' risk of surface water flooding. The area is at risk of flooding in a reservoir breach scenario (if occurring when rivers are also in flood), but the probability of such an occurrence is considered to be very low due to the requirement for all reservoirs to be inspected and supervised by reservoir panel engineers.

2.3.24 There is no record of historic flooding over the site (the only flooding identified is on the adjacent towpath to the north), and the available groundwater flood risk mapping in the Reading Strategic Flood Risk Assessment (SFRA) identified the site in an area at low to medium risk of groundwater flood risk, although this is based on a very high level assessment of underlying geological conditions.

2.3.25 The site is not located on or near a groundwater Source Protection Zone (SPZ). SPZs are identified for the purpose of safeguarding drinking water quality. However, the site does lie within a Drinking Water Safeguard Zone for surface water.

2.4 Proposed Development

2.4.1 The proposals are still emerging; however, the Applicant will submit a full planning application for a built-to-rent scheme comprising the demolition of the Covea Insurance building and the construction of up to 300 residential dwellings within buildings up to 11 storeys with commercial use on the ground floor; approximately 30 car parking spaces; access from Norman Place; and associated infrastructure.

2.5 Mitigation

2.5.1 In order to prevent significant environmental effects during the demolition and construction phases, best practice measures will be implemented through a Demolition / Construction Environmental Management Plan (D/CEMP), which will be secured by a planning condition. This will include:

- A table showing the objectives, activities (mitigation/optimisation measures), and responsibilities for the implementation of those activities;
- The broad plan of the work programme including working hours and delivery times;
- Details of prohibited or restricted operations (location, hours etc.);
- Institutional arrangements for its implementation and for environmental monitoring: responsibilities, role of the environmental authorities, participation of stakeholders;
- Contact during normal working hours and emergency details outside working hours;
- Provision for reporting, public liaison, and prior notification of particular construction related activities;
- The mechanism for the public to register complaints and the procedures for responding to such complaints; and
- The details of proposed routes for Heavy Good Vehicles travelling to and from the site.

2.5.2 A Construction Traffic Management Plan (CTMP) will be implemented as part of the D/CEMP which will also be secured by planning condition. All management of construction traffic and access will be carried out in accordance with the CTMP, as set out below:

- Planning and managing both vehicle and pedestrian routes;
- The elimination of reversing, where possible;
- Safe driving and working practices;
- Protection to the public;
- Adequate visibility splays and sight lines;
- Provision of signs and barriers; and
- Adequate parking for off-loading storage areas.

2.5.3 Prior to the demolition phase of the proposed development, a pre-demolition audit will be undertaken (secured via planning condition) to maximise the recovery of materials. A Circular Economy Report will be submitted in support of the planning application, demonstrating how the proposed development aims to minimise waste and preserve the value of such materials, optimising their use throughout the construction of the proposed development.

2.5.4 A Site Waste Management Plan (SWMP) will be produced by the developer to limit the on and off-site environmental impacts of the demolition and construction waste. The SWMP would be secured by planning condition and will detail:

- Materials that can be re-used or recycled on the site;
- Waste reduction;
- Waste segregation;
- Waste recovery; and
- Waste disposal.

Arboriculture

2.5.5 Where possible, trees on the site will be retained and retained trees will be protected to ensure that they are not damaged. This will be achieved with the use of temporary tree protection in accordance with BS 5837: 2012 'Trees in Relation to Design, Demolition and Construction'[vii],. Where access is unavoidable, alternative protection arrangements such as ground protection (sufficient to protect the structure of the soil from compaction), and /or access facilitation pruning (to ensure a reasonable clearance for operations is provided) will be required.

Sustainability

2.5.6 The design objectives of the proposed development will aim to reduce carbon impact from the construction, operation and transport, such as:

- No combustion of fossil fuels (e.g., gas) during the operational phase;
- Targeting an Energy Performance Certificate (EPC) rating of 'A';
- Implementation of the 'fabric first' specification and optimise design to limit energy intensity loads of the residential dwellings, ensuring that the overall buildings are net zero ready;

- Net zero embodied carbon and life cycle analysis of the structural materials to inform reductions in embodied carbon where feasible, including measures to design out waste and targeting zero waste to landfill;
- Implementation of Sustainable Drainage Systems (SuDS) to limit any impacts of the proposed development upon its water catchment, incorporating climate;
- Efficient internal water systems (e.g., water metering) to minimise environmental impacts on water availability and energy demand; and
- Secure cycle storage, and implementation of EV charging for all car parking spaces proposed, to minimise emissions associated with use of the combustion engine.

Landscape and Biodiversity

2.5.7 Standard best practice measures will be applied through the demolition and construction phases, including measures to control dust, and to prevent pollution, secured through the implementation of the D/CEMP (secured by planning condition).

2.5.8 Any vegetation clearance and building demolition would be undertaken outside of the bird nesting season (March to mid-September inclusive for most species in the UK).

Ground Conditions and Land Contamination

2.5.9 A Preliminary Risk Assessment and Geo-environmental Assessment will be submitted in support of the planning application and will set out any mitigation measures (if required).

3 Screening Assessment

3.1.1 In determining whether the proposed development constitutes EIA development, considerations should be had for the following questions:

- Is the proposed development of a type listed in Schedule 1?
- If not, is it listed in Schedule 2?
- Is it located within a sensitive area?
- Does it meet any of the relevant thresholds and criteria set out in Schedule 2? and/or
- Would it lead to likely significant effects on the environment after inclusion of standard mitigation measures?

3.1.2 These questions are explored further in this section with reference to the EIA Regulations and supporting Planning Practice Guidance.

3.2 Schedule 1 Projects

3.2.1 EIA is mandatory for projects listed in Schedule 1 of the EIA Regulations. Schedule 1 developments are large scale projects for which significant effects would be expected and comprise developments such as new airports and power stations. The proposed development is not of a type listed in Schedule 1.

3.3 Schedule 2 Projects

3.3.1 EIA is discretionary for projects listed in Schedule 2. If the development proposed is of a type listed in Schedule 2 then it may be classified as EIA development depending on the location of the development (i.e., if it is within a sensitive area) and/or whether it meets any of the relevant thresholds or criteria in Column 2.

Sensitive Areas

3.3.2 Sensitive Areas are defined in the EIA Regulations as:

- Sites of Special Scientific Interest and European Sites;
- National Parks, the Broads, and Areas of Outstanding Natural Beauty; and
- World Heritage Sites and Scheduled Monuments.

3.3.3 In certain cases, local designations which are not included in the definition of sensitive areas, but which are nonetheless environmentally sensitive, may also be relevant in determining whether an assessment is required. Furthermore, in considering the sensitivity of a particular location, regard should also be had to whether any national or internationally agreed environmental standards (e.g., air quality) are already being approached or exceeded.

Thresholds

3.3.4 The proposed development falls within Category 10 of Schedule 2, '*Infrastructure Projects*', sub-section (b) '*Urban Development Projects…*'. The thresholds for developments as set out in Schedule 2(10)(a) relate to developments where:

"(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
(ii) the development includes more than 150 dwellings; or
(iii) the overall area of the development exceeds 5 hectares."

3.3.5 As the proposed development comprises up to 300 dwellings, it exceeds the relevant threshold and this screening assessment has been prepared to determine whether the proposed development would be likely to result in significant effects. To achieve this, Schedule 3 of the EIA Regulations and the PPG need to be considered. Information on these is set out below.

3.4 Schedule 3

3.4.1 Schedule 3 of the EIA Regulations sets out selection criteria which relate to specific matters including: the characteristics of the development; the location of the development; and the characteristics of the potential impact. These factors should be taken into account as part of the screening process and are set out below:

Characteristics:

- the size and design of the whole development;
- cumulation with other existing development and/or approved development;
- the use of natural resources, in particular land, soil, water and biodiversity;
- the production of waste;
- pollution and nuisances;
- the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;
- the risks to human health (for example, due to water contamination or air pollution).

Location:

- the existing and approved land use;
- the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground; and
- the absorption capacity of the natural environment.

Potential Impact:

- the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- the nature of the impact;
- the transboundary nature of the impact;
- the intensity and complexity of the impact;
- the probability of the impact;
- the expected onset, duration, frequency and reversibility of the impact;
- the cumulation of the impact with the impact of other existing and/or approved development;
- the possibility of effectively reducing the impact.

3.5 Consideration of Cumulative Effects

3.5.1 Schedule 4 of the EIA Regulations requires consideration of a proposed development cumulatively with other development. Guidance on the consideration of cumulative effects in the EIA screening process is set out in the Planning Practice Guidance, which echoes the requirements of the EIA Regulations:

"*each application (or request for a screening opinion) should be considered on its own merits. There are occasions where other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development. The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development*."

3.5.2 A search for potential developments that would result in cumulative effects has been carried out via RBC's website in January 2024. The search identified the potentially cumulative developments set out in Table 3.1 that are either '*existing or approved',* in accordance with the EIA Regulations with the exception of the two schemes marked with *. These have been included based on the scale and location of the proposed development.

Table 3.1: Cumulative Assessment

Planning Reference and Site Address	Description of Development	Status	Approx. Distance from the Site
Appeal ref: APP/E0345/W/21/3276463 55 Vastern Road, Reading, RG1 8BU	Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys, including residential dwellings (C3 use class) and retail floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road.	Appeal allowed March 2022 Construction has not yet started.	60m to the west
201533 Plot F Station Hill Reading RG1 1DX	Application for the approval of reserved matters (access, scale, appearance, layout and landscaping) and submission of details, submitted pursuant to Outline planning application ref. 201536/VAR. The planning application comprises the construction of a 12-storey building comprising 184 Build to Rent units, 762sqm (GEA) of flexible retail and business leisure floorspace and associated infrastructure.	Application permitted November 2020 Under Construction	300m to the south-west
201537 Plot E Friar Street & Garrard Street Reading RG1 1DX	Application for the approval of reserved matters and submission of details for Plot E, submitted pursuant to the outline planning application 201532/VAR. The proposals comprise the construction of a 12-storey building (plus basement storey), comprising 415 Build to Rent residential units, 722 sqm (GEA) of flexible commercial and leisure uses.	Application permitted July 2021 Under Construction	300m to the south-west
192032 Station Hill North Reading RG1 1NB	Hybrid planning application for full planning permission for Phase 2 including demolition of existing structures, erection of an 18 storey building containing office use and flexible retail, non-residential institution and assembly and leisure uses, and	Application permitted July 2021 Under Construction	350m to the south-west

Planning Reference and Site Address	Description of Development	Status	Approx. Distance from the Site
	provision of associated infrastructure.		
201536 Station Hill Reading	Outline planning application for mixed use redevelopment of the site, comprising the demolition and alteration of existing buildings and structures to provide offices; town centre uses including retail and related uses and associated infrastructure.	Application permitted July 2021 Under Construction	350m to the south-west
221324 97a-117 Caversham Road Reading RG1 8AN	Redevelopment of 97a-117 Caversham Road, and associated land to the rear, to provide 60 dwellings, including affordable housing, together with associated access, parking and landscaping.	Application permitted September 2023 Construction has not yet commenced.	400m to the west
221232 1-15 Queen Victoria Street & 145-148 Friar Street Reading	Demolition of No. 146 Friar St and structures to rear and partial demolition of No. 145 Friar St and external works to other existing buildings to provide Ground Floor uses (Class E(a) or (b) on Friar St and Queen Victoria St frontages and proposed part-hotel at part-basement part-ground floor level. This planning application also comprises rear extensions to No's 5-15 (odd) Queen Victoria St and a replacement basement and five storey building at No. 145 Friar St and two-storey roof extension to No. 146 Friar St and associated infrastructure.	Application permitted 24th May 2023 Under Construction	500m to the south south-west
221235 138-144 Friar Street Reading RG1 1EX	Demolition of No's 138-141 & 142-143 Friar St, partial demolition of No. 144 Friar St and erection of ground, mezzanine and 1st to 6th floor (7 storey) hotel building with 163 bedspaces (Class C1), with ancillary ground floor lounge, bar and restaurant and associated works.	Application permitted 24th May 2023 Construction has not commenced.	500m to the south-west
170509 Kenavon Drive Reading RG1 3HS	Demolition of the two existing retail structures and the erection of new buildings ranging between 2 and 11 storeys in height, providing 765 (18 x studio, 302x1, 409x2 and 36x3- bed) residential units (Class C3), 5 commercial units (1x flexible Class A1-A4, B1 or D1-D2, 1x flexible D1 or D2, 1x flexible Class A1- A5, 1x flexible Class A3 or A4, 1x flexible A1-A5 or D1-D2 uses), and associated infrastructure.	Application permitted October 2018 Under construction and nearly complete	600m to the south-east
170326 Amended by: 221160 220512 211701 191974 191275	Demolition of all existing buildings (including 3 retail units) and structures, and erection of new buildings ranging between lower ground& 4 storeys to lower ground & 11 storeys in height, providing 427 (233x1, 182x2 & 12x3-bed) residential units (Class C3) and 1 flexible ground floor retail shop (Class A1) or restaurant and cafe (Class A3) unit, together with new public realm,	Application permitted March 2018 Under Construction	700m to the south-west

Planning Reference and Site Address	Description of Development	Status	Approx. Distance from the Site
Land between Weldale Street and Chatham Street Reading RG1 7BW	landscaping, accesses, parking and associated works (amended description).		
182137 Broad Street Mall Broad Street Reading RG1 7QG	Construction of three residential buildings (Use Class C3) ranging in height from 5 to 20 storeys above Broad Street Mall(Site E to provide 42 units, Site B to provide up to 134 Units and Site A to provide up to 148 units) and provision of a podium level amenity area, Construction of a 16 storey building on South Court comprising ground and first floor retail(Use Class A1/A2/A3) and residential over upper floors (Use Class C3, Site C to provide up to 98 units), Creation of ground floor retail units (Use Class A1/A3/A4) fronting Dusseldorf Way and ground floor retail (Use Class A1/A2/A3) fronting Queens Walk, all necessary enabling and alteration works required	Application permitted December 2021 Construction has not commenced.	750m to the south-west
182054 20 Hosier Street Reading RG1 7JL	Demolition of all existing structures, erection of a part 7, part 8 storey building for use as 101 bed Hotel (Class C1 Use) at Ground - 8th Floor and Restaurant with ancillary Bar (Class A3/A4 Use) at ground floor, with means of access, servicing and associated works	Application permitted 4th November 2019 Construction has not commenced.	800m to the south-west

3.6 National Planning Practice Guidance

3.6.1 Paragraphs 057 and 058 of the Planning Practice Guidance provide guidance to help determine whether significant effects are likely. In general, the more environmentally sensitive the location, the lower the threshold will be at which significant effects are likely. Table 3.2 below sets out the indicative criteria, thresholds and key issues to be considered in determining whether a development is likely to be EIA developed identified in the Planning Practice Guidance.

Table 3.2: Planning Practice Guidance Indicative Screening Criteria[viii]

Development type	Indicative criteria and threshold	Key issues to consider
10(b) Urban development projects including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas.	Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination. Sites which have not previously been intensively developed: (i) area of the scheme is more than 5 hectares; or (ii) it would provide a total of more than 10,000 m2 of new commercial floorspace; or (iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).	Physical scale of such developments, potential increase in traffic, emissions and noise.

3.7 Screening Assessment

3.7.1 This section assesses the proposed development against the EIA screening criteria outlined above and presents the assessment of the environmental effects likely to occur as a result of the proposed development. Table 3.3 sets out a review of all of the above criteria and requirements and specifically addresses the proposed development at the site.

Table 3.3 Planning Practice Guidance EIA Screening Matrix

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or Not Known (?) or N/A)	
1. Natural Resources				
1.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	**N**	There would be changes to the site during the demolition and construction phase, as ground material would be excavated for foundations, drainage and access, however there will be no material changes to the site other than landscaping enhancements. The proposed development is intended to be permanent, so decommissioning is not anticipated for the foreseeable future.	**N/A**	
1.2 Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials / minerals or energy which are non-renewable or in short supply?	**Y**	The demolition, construction and operational phases of the proposed development will use resources in terms of water, as would be expected for an urban development project.	**N**	Any potential effects on natural resources during the demolition and construction phases would be mitigated using best practice measures set out within a D/CEMP, secured via planning conditions, and implemented prior to the commencement of works on the site. The development will be designed to reduce any likely significant effects on natural resource consumption. The proposals will incorporate all relevant water and energy saving measures which will be secured through planning conditions. An Energy and Sustainability Statement will be submitted in support of the planning application.
1.3 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	**N**	The site is not located within, or near an area of important, high quality or scarce resources that would be affected by the project. The site is within the urbanised area of Reading.	**N/A**	

2. Waste				
2.1 Will the project produce solid wastes during construction or operation or decommissioning?	**Y**	As with nearly all demolition and construction, the proposed development will result in waste materials from the preparation and undertaking of works. There would also be waste generated by the operational phase of the proposed development. The proposals are intended to be permanent, thus decommissioning is not anticipated for the foreseeable future.	**N**	The contractor(s) will ensure that demolition and construction waste is managed carefully to maximise recycling and reuse and minimise waste sent to landfill. Prior to the demolition phase, a pre-demolition audit will be undertaken (secured via planning condition) to maximise the recovery of materials. A Circular Economy Report will be submitted in support of the planning application, demonstrating how the proposed development will minimise waste and repurpose suitable demolition material. Any waste arisings during the demolition and construction phases will be managed in accordance with the SWMP and all applicable legislation and disposed of in line with best practice. Large quantities of demolition or construction phase related waste are not anticipated. The development will provide facilities that meet the need of residents for segregated storage, optimising the ability to recycle waste, keeping in line with RBC's requirements and managed with all applicable legislation. Significant quantities of operational waste are not anticipated.
3. Pollution and Nuisances				
3.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	**Y**	The site is located within the Reading AQMA. During the demolition phase, dust would be generated. There are a number of residential properties, within 350m to the east and west of the site that may be sensitive to dust emissions. There would also be emissions associated with plant and vehicles, namely nitrogen dioxide (NO_2), Particulate Matter comprising a diameter of 10 microns or less (PM_{10}) and Particulate Matter comprising a diameter of 2.5 microns or less ($PM_{2.5}$). There would also be limited emissions associated with the operational phase of the proposed development. Further residential dwellings and the EP Collier Primary School are within 500m of the site and may be sensitive to	**N**	On-site demolition and construction related vehicles will be operated in accordance with the D/CEMP to ensure that emissions are reduced and avoided where possible, e.g., plant vehicles will be maintained to a good condition and engines would not be left to idle. Demolition and construction vehicle emissions would be managed through the implementation of the CTMP. The D/CEMP and CTMP will be secured via planning condition and will ensure of no significant environmental effects. Opportunities to incorporate cycle parking and Electric Vehicle (EV) charging points within the proposed development will be explored.

		changes in local air quality conditions and may be adversely affected by an increase in localised emissions.		Reading railway station, and a number of bus stops are located within 250m of the site, providing connections to the wider area, contributing to opportunities for non-car travel. Once operational, a Travel Plan will be implemented (secured via planning condition) to encourage walking, cycling, public transport and car share initiatives. Following implementation of mitigation measures the completed development is not considered likely to release levels of pollutants that would significantly affect the environment during demolition, construction or operation. The proposed uses are not associated with hazardous substances of toxic emissions to air. The requirement to storage large volumes of hazardous materials is not anticipated. Any such materials required to be used would be stored and handled in accordance with all relevant legislation.
3.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	**Y**	The potential exists for intermittent and temporary noise and vibration effects to result from demolition and construction activities.	**N**	The construction and demolition phase will be temporary and short-term. Receptors such as those that occupy the Thames Water office adjacent to the east of the site, or those receptors located on King's Meadow Road 150m to the east beyond the B3345 George Street are not expected to be adversely affected by noise. Demolition and construction effects will be managed in accordance with best practice measures, as set out above. The proposed development will not cause vibration during the operational phase. During all phases, light levels are not anticipated to exceed those that currently exist on the site. The site is in an urban location. All external lighting and illumination would be designed carefully in accordance with relevant British Standards and Institute of Lighting Professionals (ILP)[ix] the CIE (International Commission on Illumination) report[x] and Bat Conservation Trust Guidance[xi].

				No heat, energy or electromagnetic radiation will be caused or released by the proposed development.
3.3 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	**N**	No. The majority of the site is located within Flood Zone 1 and is not within a SPZ. During demolition and construction, hydrocarbons including plant and vehicle fuel and lubricants will be used. The demolition and construction phase will be temporary and controlled through the implementation of the D/CEMP and will not result in any adverse effects to land or water. The land uses proposed are not highly contaminative. Following the implementation of standard mitigation measures such as health and safety procedures for demolition and construction workers and ensuring that any chemicals or oils will be stored in appropriately bunded containers and in accordance with relevant legislation (during demolition, construction and operation) to avoid accidental spillages of contaminants and avoid release of pollutants, any potentially significant effects will be mitigated. Surface water run-off and foul water drainage will be managed on the site during the demolition, construction and operational phases. As part of the proposed development, the drainage strategy will control the surface water runoff via on-site SuDS attenuation measures and a controlled discharge to the Vastern Ditch culverted watercourse. Significant risk of water contamination is not expected as demolition and construction activity would be undertaken in accordance with all applicable legislation relating to materials handling, storage, and waste disposal. A FRA and Drainage Strategy will be submitted as part of the planning application.	**N/A**	
3.4 Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could	**Y**	Chapter 2 of this EIA Screening Report sets out the baseline conditions for the site. The site is located within the Reading AQMA.	**N**	Temporary and short-term traffic associated with the demolition and construction phase would be managed through the D/CEMP and is not anticipated to result in significant effects. Reading AQMA is not considered likely to be affected by the proposed development

be affected by the project?				through the operational phase. Notwithstanding, a Transport Assessment, Travel Plan and Air Quality Assessment will be submitted in support of the planning application.
4. Population and Human Health				
4.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	**N**	No. During the demolition and construction phase the contractor(s) will implement measures to minimise the risks of accidents that could have adverse effects on people or the environment. All such measures will form part of the D/CEMP which would be secured by planning condition of the planning consent for the development. There are no anticipated significant risks of accidents during operation as the proposed development will not involve users dealing with hazardous substances. Any such substances required to be used as part of the development would be regulated with all applicable workplace health and safety legislation. The proposed development is intended to be permanent, so decommissioning is not anticipated for the foreseeable future. The proposals will include measures to increase adaptation to climate change. The drainage strategy for the development will be designed to ensure that there is no increase to flood risk on the site or elsewhere which will also accommodate an allowance for climate change and extreme rainfall events. The proposed buildings will be designed to adapt to climate extremes using best practice by reducing water consumption and reducing overheating in hot temperatures and improving ventilation whilst retaining heat in cold temperatures. The scale of the development and the implementation of the measures outlined above are such that climate change effects would not be significant. A FRA and Drainage Strategy will be submitted in support of the planning application.		**N/A**	
4.2 Will the project present a risk to the population (having regard to population density) and their	**N**	No. The site is located within the heavily urbanised area of Reading. See response to Question 3.1 above with regard to emissions to		**N/A**

human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)		air. A Transport Assessment, Travel Plan and an Air Quality Assessment will be submitted in support of the planning application, which will identify measures to reduce the associated risks to air quality but also healthy lifestyle choices. No risks of effects to human health due to contamination of water sources is anticipated. Surface water runoff and foul water drainage will be managed on site during the demolition, construction and operational phases. Areas of open amenity space will be created within the proposed development, providing landscaped areas for residents and visitors to exercise and lead healthy lives. The detailed design specifications will ensure an appropriate acoustic environment for future users of the site and sensitive receptors in proximity to the site. Such design measures are standard and well understood.		
5. Water Resources				
5.1 Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	**Y**	The River Thames is adjacent to the north of the site. The majority of the site is located within Flood Zone 1. The site is not located on or in proximity to a SPZ.	**N**	As set out above in response to Question 3.3, the D/CEMP and standard best practice measures will ensure of no significant effects on water resources. Surface water and foul water drainage will be managed on the site during the demolition, construction and operational phases of the proposed development. A FRA and a Surface Water Drainage Strategy will be submitted as part of the planning application.
6. Biodiversity (Species and Habitats)				
6.1 Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g.	**Y**	There are no statutory ecological designations on or immediately adjacent to the site. However, the River Thames adjacent to the north of the site is designated as an area of biodiversity interest under Policy EN12 of the RBC Local Plan.	**N**	The statutory sites identified in Chapter 2 of this reports are all well removed from the site and given the separation distances involved, and intervening habitats between, effects as a result of lighting, noise or dust are not anticipated. The mitigation set out in the D/CEMP (secured via planning condition) will be adhered to during the demolition and construction phases (as set out in Chapter 2 of this EIA Screening Report) to protect ecological assets adjacent to

wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local)).				the site. It is anticipated that the proposed development would not have any impact on the River Thames through pathways such as change in hydrology or pollution during demolition and construction.
6.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	**Y**	The River Thames is designated as an area of biodiversity interest under Policy EN12 of the RBC Local Plan.	**N**	All wildlife is statutorily protected under the Wildlife and Countryside Act 1981 and no works would be allowed to proceed until the ecological work on the site is complete. Surveys will be undertaken prior to the construction phase of the development by qualified ecologists to account for the current baseline conditions and any works necessary will be undertaken in accordance with legislation. With regard to the urban context of the area that surrounds the site, the lighting levels would not change significantly as the site is already lit. Lighting would be designed carefully in accordance with the relevant British Standards and ILP Guidance, as above, to ensure that light spill is kept to a minimum and prevent adverse effects on any species sensitive to light. Further to the above, significant effects are not anticipated on flora and fauna.
7. Landscape and Visual				
7.1 Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? Where designated indicate level of designation (international, national, regional or local).	**Y**	The site is not located in a National Landscape, National Park, or an Area of High Landscape Value. However, the section of the River Thames towpath, the river itself and the area beyond it is designated as a 'Major Landscape Feature' under Policy EN13 of the RBC Local Plan.	**N**	The character and views on the site will change as a result of the proposed development site. A Townscape and Visual Impact Assessment will be submitted as part of the planning application.
7.2 Is the project in a location where it is likely to be highly visible to many people? (If so,	**Y**	The following viewpoints have been put forward for assessment by the Applicant's townscape and visual impact consultant:	**N**	The proposed development will be carefully designed to a high quality, ensuring that it integrates into the existing

from where, what direction, and what distance?)		▪ Reading railway station north entrance 70m to the south-west; ▪ Vastern Road, opposite clearwater court 50m to the south-east; ▪ Vastern Road, opposite De Montfort Road 300m to the west; ▪ Thames Path, near Christchurch Bridge 100m to the north-west; ▪ Reading Bridge 100m to the east; ▪ Christchurch Bridge 130m to the north-west; ▪ Christchurch Meadows Playground 160m to the north; ▪ Christchurch Meadows football pitches 350m to the north; ▪ Caversham Bridge 700m to the north-west; ▪ Station Hill 330m to the south; ▪ Thames Path near Caversham Lock 250m to the east; and ▪ Kings Meadow 300m to the east.		setting and character of the site. A Townscape and Visual Impact Assessment will be submitted in support of the planning application.
8. Cultural Heritage/Archaeology				
8.1 Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	**N**	There are no heritage features on or directly adjacent to the site. The closest heritage asset to the site is 'Main Building of Reading General Station' (ref: 1321892) 240m to the south-west of the site. The built heritage assets, and the archaeological priority area (designated under Policy EN2 of the RBC Local Plan) located in the vicinity of the site are considered to be sufficiently distant from the site with intervening landscape and built form such that no significant effects are anticipated. Demolition and construction effects will be temporary, short-term and effects such as dust soiling will be mitigated by the D/CEMP. No significant effects are anticipated. A Townscape and Visual Impact Assessment and Built Heritage Statement will be submitted in support of the planning application.		**N/A**
9. Transport and Access				
9.1 Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	**Y**	The site is located within the urban area of Reading. Vastern Road bounds the south of the site, which may be affected by the proposed development.	**N**	During demolition and construction, standard best practice measures will be adopted to prevent any significant effects such as, loading and unloading of materials will occur within the site and appropriate hoarding / fencing will be placed around the site's boundaries. These measures will be enforced via

				a D/CEMP to minimise disturbance and the potential for adverse effects. Any need to obstruct routes would be agreed in advance with RBC. A CTMP will be implemented to minimise vehicles accessing the site during the demolition and construction phase. In terms of operational traffic, 30 parking spaces are proposed as part of the development. A Transport Assessment, and Travel Plan will be submitted in support of the planning application package and will set out any necessary mitigation measures to minimise impacts on the local road network.
9.2 Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	**N**	Although temporary and short-term, measures will be included within the D/CEMP and CTMP to ensure that the demolition and construction phases of the proposed development will not generate significant effects on the local road network. No significant operational impacts are anticipated. A Transport Assessment that fully assesses the highway effects of the development, and a Travel Plan to encourage modes of travel other than the private car will be submitted in support of the planning application.	**N/A**	
10. Land Use				
10.1 Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	**N**	As set out in Chapter 2 of this report, the site is set within an area that is dominated by residential and commercial use classes. The proposed development is not expected to affect land use in proximity to the site; the proposed development is in-keeping with the existing land use in the area. The demolition and construction phases of the development will result in demolition and construction traffic movements and potentially noise, however these effects will be managed by best practice measures, including the D/CEMP and effective design and would not be significant, as set out above. Significant transport effects are not anticipated. A Transport Assessment and Travel Plan will be	**N/A**	

		submitted in support of the planning application.	
10.2 Are there any plans for future land uses on or around the location which could be affected by the project?	**N**	No future land uses on or around the site will be affected as a result of the development.	**N/A**
11. Land Stability and Climate			
11.1 Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	**N**	No.	**N/A**
12. Cumulative Effects			
12.1 Could this project together with existing and/or approved development result in cumulation of impacts during the construction/operation phase?	**N**	Each scheme listed in Table 3.1 will implement appropriate mitigation measures during their respective phases of development which would be temporary and is expected to mitigate any potentially significant effects that could arise. The proposed development comprises a similar use to the majority of existing and approved schemes in proximity to the site; therefore, significant adverse operational impacts are not anticipated, after the implementation of best practice measures and mitigation. Any demolition and construction effects would be temporary and controlled via the D/CEMP. The potential exists for cumulative effects on the townscape and visual amenity; however, the development will be designed to a high quality, integrating into the setting of the site and its wider vicinity. Furthermore, the proposed development would not be of a dissimilar scale to the scheme identified in Table 3.1 (under appeal reference APP/E0345/W/21/3276463) that is 60m to the west of the site, also comprising a maximum height of 11 storeys. As identified in Section 7 of this table, a Townscape and Visual Impact Assessment will be submitted with the planning application to ensure of no significant effects.	**N/A**

13. Transboundary Effects			
13.1 Is the project likely to lead to transboundary effects?	**N**	No.	**N/A**

4 Conclusion

4.1.1 This EIA Screening Report has considered whether the demolition of the Covea Insurance building, the construction of up to 300 dwellings in structures up to 11 storeys in height, and associated infrastructure on land at Norman Place in Reading, is likely to give rise to significant effects on the environment.

4.1.2 The proposals fall within Schedule 2, 10(b) of the EIA Regulations as an Urban Development Project. The site is not located within a sensitive area as defined by the EIA Regulations but exceeds the indicative threshold of 150 dwellings. It should be noted that the PPG states at Paragraph 018 that *"only a very small proportion of Schedule 2 development will require an Environmental Impact Assessment"*.

4.1.3 With regard to the indicative criteria and thresholds identified in the PPG (set out in Table 3.2 of this EIA Screening Report significant levels of contamination on the site are not anticipated; and effects from the proposed development would not be of a markedly different nature or scale when compared with the existing development on the site. Furthermore, the site is located in an already urbanised area.

4.1.4 The potential exists for cumulative effects in terms of road traffic, noise, air quality and townscape and views from the permitted developments in Table 3.1 of this report. However, each scheme will be required to mitigate its own effects, including the provision of a CEMP. Furthermore, proposed development would not be out of context, character or of a dissimilar scale with existing and approved development in the vicinity of the site, with particular regard to the scheme at 55 Vastern Road located approximately 60m to the south of the site.

4.1.5 The principal environmental effects would relate to the demolition and construction phase, namely traffic movements, noise and associated vibration, however these effects would be managed in accordance with standard methods, including the implementation of a D/CEMP.

4.1.6 In terms of road traffic, no significant effects are anticipated as the proposed development will comprise up to 30 car parking spaces. A Transport Assessment will be prepared that considers the development in the context of other committed development in the locality to determine the extent of cumulative effects. Any highway effects will be managed through appropriate mitigation included in the Transport Assessment and Travel Plan that will be submitted in support of the planning application, such that any residual effects on the local road network would not be significant.

4.1.7 In conclusion therefore, this EIA Screening Report has identified that significant effects on the environment are not considered likely either alone, or in combination with other development. The proposals would be of a sufficiently limited scale that effects could be managed in accordance with standard methods and best practice measures. The development is not considered to be formal EIA development, as defined by the EIA Regulations.

Appendix A Site Location Plan

The Site

REFERENCES

[i] SI 2017/571, as amended by SI 2018/695

[ii] DLUHC (2020) Planning Practice Guidance: Environmental Impact Assessment [online] available at: https://www.gov.uk/guidance/environmental-impact-assessment/ [last accessed 13th July 2023].

[iii] Reading Borough Council (adopted November 2019) Reading Local Plan [online] available at: https://images.reading.gov.uk/2019/12/Local_Plan_Adopted_November_2019.pdf [last accessed 12th January 2024].

[iv] DEFRA (2024) Historic Landfill Sites Online Mapping [online] available at: https://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fenvironment.data.gov.uk%2Farcgis%2Frest%2Fservices%2FEA%2FHistoricLandfill%2FFeatureServer&source=sd [last accessed 12th January 2024].

[v] Reading Borough Council (March 2021) Tree Strategy [online] available at: https://images.reading.gov.uk/2021/07/Tree-Strategy-March-2021.pdf [last accessed 12th January 2024].

[vi] UK Government Flood Map for Planning [online] available at: https://flood-map-for-planning.service.gov.uk/ [last accessed 12th January 2024].

[vii] BS 5837: 'Trees in Relation to Design, Demolition and Construction' April 2012.

[viii] eia-thresholds-table.pdf (publishing.service.gov.uk)

[ix] Institute of Lighting Engineers Guidance and Standards [online] available at https://www.theilp.org.uk/home/ 'Guidance Noted for the Reduction of Light Pollution' [last accessed 7th March 2023]

[x] CIE (International Commission on Illumination) Report (2017) "Guide on the Limitation of the Effects of Obtrusive light from Outdoor Lighting Installations"

[xi] Bat Conservation Trust (2023) Guidance Note 08/23 Bats and Artificial Lighting at Night