



Island Road, Reading

Environmental Impact Assessment Screening Report

On behalf of **SEGRO plc**

Project Ref: 333100992 | Rev: V1 | Date: October 2025

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1 Introduction

1.1 Project Background

- 1.1.1 This Environmental Impact Assessment (EIA) Screening Report accompanies a request to Reading Borough Council (RBC) to adopt an EIA Screening Opinion in respect of the proposed redevelopment of land at Island Road, Reading RG2 6BS ('The Site'). The Proposed Development comprises approximately 102,500 m² of Class B8 floorspace, and 7,500 m² of Class B2 floorspace.
- 1.1.2 SEGRO plc (the 'Applicant') intends to submit an outline planning application to RBC for the Proposed Development. The Screening Report has been prepared by Stantec UK Ltd (Stantec), Institute of Environmental Management and Assessment (IEMA) qualified assessors and EIA Quality Mark registrants, on behalf of the 'Applicant'.
- 1.1.3 This report reflects the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations'). In accordance with Regulation 6(2) of the EIA Regulations. It contains:
- A plan sufficient to identify the land (**Appendix A**)
 - A description of the development, including in particular
 - a description of the physical characteristics of the development and, where relevant, of demolition works (**Section 2.2**); and
 - a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected (**Section 2.1**).
 - A description of the aspects of the environment likely to be significantly affected by the development (Table 3);
 - Where information is available, a description of likely significant effects of the Proposed Development on the environment resulting from
 - the use of natural resources, in particular soil, land, water, and biodiversity (**Table 2**).
 - Other information or representations relating to features of the Proposed Development and measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment (**Table 2** and **Section 2.3**).

1.2 Requirement for EIA

- 1.2.1 In order to determine whether the Proposed Development is 'EIA development', regard must be had to the relevant EIA Regulations and supporting Planning Practice Guidance (PPG) (May 2020) ¹.
- 1.2.2 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".*
- 1.2.3 EIA development falls into two Schedules of 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. An EIA may be undertaken voluntarily by an applicant and submitted to the

¹ <https://www.gov.uk/guidance/environmental-impact-assessment>

Local Planning Authority though this does not mean the scheme itself constitutes an EIA development as defined by the EIA Regulations (Regulation 2).

1.2.4 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 -

- 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.”*

1.2.5 In order to allow RBC to determine the need for an EIA in this case, this Screening Report provides:

- a description of the Site and Proposed Development,
- a review of the EIA Screening Criteria based on the EIA Regulations and PPG;
- a completed EIA Screening Checklist;
- A Site Location Plan is provided in **Appendix A**;
- Ecology Technical Note provided in **Appendix B**; and
- Preliminary Landscape and Visual Appraisal Note in **Appendix C**.

1.3 Previous Screening Opinion Response

1.3.1 Two separate requests for an EIA Screening Opinion have previously been submitted to RBC in relation to the Island Road Site. The first request, submitted in February 2017, concerned a 30 hectare Site including 99,627 m² of commercial floorspace. RBC's Screening Opinion, issued on 21st February 2017 concluded that the development did not constitute EIA development.

1.3.2 The second request, submitted on 3rd September 2020, concerned a revised proposal for a 42 hectare site including up to 100,000 m² of industrial space, access improvements from Island Road, and a designated plant area for Cemex. RBC's Screening Opinion, issued on 10th February 2021, concluded that this proposal did constitute EIA development.

1.3.3 The current proposal differs in several aspects:

- The revised proposals are more sensitive to environmental constraints. Development is located away from the most sensitive edges (i.e. northern boundary), that avoids encroachment into ecologically sensitive zones;
- Since the original screening, the emerging Reading Local Plan Partial Update (2024) has updated the indicative floorspace for the site to between 90,000 - 133,000 m². This reflects a site-specific policy and policy-supported allocation that recognises the suitability of the location for employment development; and
- Integration with existing development: the wider area has continued to develop (e.g. green Park Station), and the Site no longer stands out as a distinct landscape or ecological feature. Instead, it increasingly blends into part of an evolving urban fringe context.

1.4 Executive Summary

- 1.4.1 For the purpose of this EIA screening, the assessment has been based on the maximum floorspace of 102,500m² gross external area (GEA) of Use Class B8 and 7,500 m² GEA of Use Class B2 to ensure a robust appraisal of the worst-case scenario in terms of potential environmental impacts. This screening assessment identifies that the principal environmental effects arising from the Proposed Development are localised and temporary impacts during construction. As set out in Table 2, none of these effects are considered to have the potential to be significant in the context of the EIA Regulations. All effects (significant or otherwise) would be minimised through careful site design, best practice construction measures and by implementing appropriate mitigation.
- 1.4.2 As such, the Proposed Development is therefore not considered to constitute EIA development as defined by the EIA Regulations.

2 Site and Proposed Development

2.1 Site Description and Context

- 2.1.1 The Site is located at Island Road, Reading, approximately 2.7km south of Reading town centre. It covers around 29.65 ha and sits entirely within the administrative boundary of Reading Borough Council (RBC). The Site is a former landfill, referred to as the Smallmead Farm Landfill, operated by Cemex (through predecessor company RMC), which first extracted sand and gravel before restoring the void through landfilling with domestic waste between 1981 and 1996. It holds an Environmental Permit issued by the Environment Agency (Reference EPR/FB3105XW/V002), with a previous license reference 54/12/4/91 (EAWML 86029), issued in June 1995. Following closure, the Site was restored and entered an aftercare phase. It lies within the Island Road Major Opportunity Area (Policy SR1) in the Reading Local Plan 2036, which identifies the area for 120,000 to 150,000m² of new business space, primarily industrial and warehouse uses with some supporting office space.
- 2.1.2 To the west of the Site lies a restored landfill, commonly referred to as the 'Burghfield Landfill', beyond the northern extent of which is open land. North and west of this runs the River Kennet and the Reading to Basingstoke railway line. To the east, the area is characterized by industrial complexes such as the Reading Household Waste Recycling Centre, Thames Water's Reading Sewage Treatment Works and various warehouse storage facilities. Directly to the south lies residential development at Green Park with Reading Green Park Station located adjacent to the southwestern site boundary. This mix of natural landscapes, industrial facilities, and residential areas highlights the strategic location of the site, offering a balance of environmental, commercial, and community elements.
- 2.1.3 Access to the Site is provided via Island Road to the north, and benefits from excellent connectivity to the national road network, with the A33 providing a link to the town centre and the M4 located approximately 1 km to the south with wider connections to Swindon and London.

2.2 Planning Context

- 2.2.1 The Site, spanning 29.65 hectares, is allocated for strategic employment development in both the adopted Reading Local Plan (2019) and the emerging Local Plan Partial Update (2024). It is designated under:
- Policy SR1: Island Road Major Opportunity Area – intended to deliver significant new business space, primarily for industrial and warehouse uses, with some supporting office space.
 - Policy SR1a: Former Landfill, Island Road – specifically identifies the Site for warehouse development, with potential for industrial and research and development uses, provided there are no detrimental impacts on nearby residential areas.
- 2.2.2 The emerging Local Plan² updates the indicative floorspace for the site to 90,000 – 133,000 m², reflecting a more flexible and site-specific approach compared to the previous range of 95,000-116,000 m² within the adopted Local Plan (2019).
- 2.2.3 While the Site itself has no recent major planning applications, the surrounding area has seen significant development that supports its role as a strategic employment hub, including:
- Employment buildings and office refurbishments at Brook Drive;
 - The Green Park Railway Station development; and
 - Previous approvals for industrial and warehouse uses on adjacent land north of Island Road.

² Local Plan Partial Update Pre-Submission (Regulation 19) Draft November 2024

2.2.4 The proposal aligns with the National Planning Policy Framework (NPPF, 2024), particularly:

- Paragraph 85: emphasises support for economic growth and productivity;
- Paragraph 87(b): recognises the need for accessible locations for storage and distribution; and
- Paragraph 102: highlights the importance of public safety and emergency preparedness.

2.3 Environmental Baseline Conditions

2.3.1 A desk-based review has been undertaken to determine the baseline conditions at the Site. A 2 km radius has been used as a study area to cover the possible effects of the Proposed Development and to provide a robust baseline.

Transport and Access

2.3.2 The Site is accessed via Island Road, a single carriageway connecting to the A33 at a signalised junction with Lindisfarne Way.

2.3.3 Pedestrian and cyclist facilities include a continuous footpath on the northern side of Island Road, with short footpath segments available on the southern side. Shared foot/cycleway infrastructure along the A33 connects the Site to Reading town centre and surrounding employment and residential areas. Public Right of Way (PRoW) 10 provides a pedestrian and cycle link south towards Green Park Station and Green Park Village, and an additional National Cycle Network 4 route lies approximately 300 metres from the Site, offering further regional connectivity.

2.3.4 Nearby bus stops on the A33 and Lindisfarne Way are served by frequent services and are within walking distance of the Site. The area is also well connected to the South Reading Bus Rapid Transit (BRT) corridor, which enhances reliability and connectivity to key destinations and has future improvements planned for the Island Road junction.

2.3.5 Rail access improved with the opening of Reading Green Park station in May 2023, located approximately 1.7 km to the southwest of the Site, and accessible via PRoW10. Reading's main railway stations, including Reading and Reading West, are located 4 km away.

Air Quality

2.3.6 The Site is not within but is approximately 500 m to the west of Reading Air Quality Management Area (AQMA), which runs down the A33. This AQMA covers Reading Town Centre, as well as the major radial roads into Reading and along railway lines that pass through built up areas.

2.3.7 RBC has implemented an Air Quality Action Plan for 2024-2029, aiming to reduce pollutant concentrations and exposure. With previous iterations focusing on actions to reduce nitrogen dioxide, the updated version emphasises an approach that targets multiple pollutants, including fine particulate matter (PM2.5), while prioritising measures that protect vulnerable populations, promote sustainable transport and urban planning.

Heritage and Archaeology

2.3.8 The Site is situated within an area of notable archaeological interest typical of the Thames Valley region, with a history of human activity spanning from prehistoric times through to the post-medieval period. However, the Site comprises previously disturbed ground due to its historic use as a landfill. As a result, the potential for surviving archaeological remains is considered to be negligible.

2.3.9 While no specific archaeological excavations have been recorded directly on the Site itself, nearby archaeological finds have included evidence of neolithic and bronze age activity, such as flint tools and settlement remains within 3 kilometres. These indicate early farming and habitation in the area, with the

proximity to the River Kennett suggesting that this land may have been part of ancient agricultural or settlement zones.

2.3.10 There are no listed buildings or scheduled monuments directly within or adjacent to the Site. However, the wider Reading area, especially towards the town centre and along the River Kennet corridor contains several listed buildings and heritage assets. The following listed buildings within a 2km radius include:

- East Bridge Over the Holy Brook at Coleypark Farm, Grade II;
- Kitchen Garden Walls and Gardener's Cottage at Coley Park Farm, Grade II;
- Rose Cottage, Grade II;
- Small Circular Dovecot at Coleypark Farm, Grade II;
- West Bridge Over the Holy Brook at Coleypark Farm, Grade II;
- Coachhouse at Coley Park Farm, Grade II;
- Bailliff's Cottage, Grade II;
- Building To South of Rose Cottage, Grade II;
- Barn At Coleypark Farm, Grade II;
- Laundry Cottage And Stable at West End of Barn at Coleypark Farm, Grade II; and
- Kirtons Farmhouse, Grade II.

Ecology and Arboriculture

2.3.11 The Ecological Technical Note highlights the area as part of a Network Expansion Zone, playing a key role in enhancing ecological connectivity and supporting wildlife movement. Its baseline is therefore characterised by a mosaic of semi-natural habitats, a priority woodland corridor along the Site's southern boundary, hedgerows, and grassland, with confirmed use by protected and notable species such as the Red Kite, Dunnock, Skylark, and Redwing.

Landscape and Visual

2.3.12 As outlined in the Preliminary Landscape and Visual Appraisal Note, the Site sits in a transitional environment that includes urban infrastructure and natural areas and features within the Kennet Valley floodplain. The terrain is generally flat and low-lying, with elevations typically between 30 and 50 metres above sea level, and is defined by the River Kennet and its associated waterways to the west.

2.3.13 In terms of landscape character, the Site falls within National Character Area (NCA) 115 – Thames Valley, which is an extensive landscape tract, generally urban in character but includes pockets of environmental and landscape importance.

2.3.14 The Site itself is characterised by open grassland over a gently domed landform, with limited hedgerows and planting. The southern boundary features a mature tree belt that provides visual screening from nearby residential properties. The landscape to the north and west is relatively more sensitive, with mature vegetation and water features contributing to its scenic and ecological value.

2.3.15 Residential and commercial areas are present to the northeast and south, with Reading Town Centre located approximately 2 km away, contributing to a more developed context. Overall, the landscape is relatively varied in character, with urban-industrial areas and influences interspersed with green spaces and corridors.

Flood Risk and Drainage

- 2.3.16 The Site is located approximately 200 m south of the River Kennet, the majority of the Site is located within Flood Zone 1, indicating a low risk of flooding. However, smaller portions and boundaries are located within Flood Zones 2 and 3. Modelled flood extents from the EA's River Kennet hydraulic model shows the majority of the site to be located outside of the 1 in 100-year fluvial floodplain including an allowance for climate change. There are small areas of risk along the boundaries; however, the site topography rises steeply away from these areas. These areas will not be developed, and as such, the overall flood risk to the Site remains low.
- 2.3.17 To the west of the site there are several man-made lakes and wetland areas, formed in former gravel extraction pits or floodplain areas. These lakes act as natural flood storage features and help attenuate peak river flows and reduce flood risk downstream.
- 2.3.18 The existing drainage regime is overland flow to the local watercourses in line with the local topography.

Ground Conditions

- 2.3.19 The Site was undeveloped until the 1970s when it became a sand and gravel pit operated by RMC. Tipping commenced in 1981, was completed in 1996, and subsequently restored to its current condition. License records indicate that the Site accepted household, commercial and industrial waste, excluding difficult wastes unless specifically permitted.
- 2.3.20 The Site is referred to as 'Smallmead Farm Landfill', however it is also known as the '103 Acres Landfill'. The Smallmead Farm Landfill Site holds Environmental Permit Reference EPR/FB3105XW/V002. The previous reference for the site was 54/12/4/91 (also known as EAWML 86029) relating to a license issued 13/06/1995. The permit holder is Cemex, which, via a predecessor company (RMC). The more recently restored landfill to the west of the subject site is generally known as either the 'Burghfield Landfill' or the '58 Acres landfill', and holds licence number EPR/MP3933CJ/V003, dated 02/02/2016.
- 2.3.21 The geological sequence and associated aquifer designations is summarised as:
- Restoration Soils over a clay cap underlain by Domestic and commercial waste (replaces extracted Bareham Grange Gravel Member).
 - Remnant (i.e. not extracted by quarrying) Sand and Gravel mainly out with the landfill site boundary (Secondary A Aquifer).
 - Lambeth Group which is a series of lenticular mottled clays and sands, occasionally with pebbly beds and masses of fine sand or sandstone. (Secondary A Aquifer)
 - Seaford Newhaven Chalk Formation – Fine white micritic limestone (White Chalk) recovered as firm chalk with flints. (Principal Aquifer)
- 2.3.22 In this report the Lambeth Group will be used as the most up-to date nomenclature, however where third party or historical reports refer to the Reading Formation, they are referring to the same strata as the Lambeth Group.
- 2.3.23 In September 2013 Hydrock (Now Stantec) issued Report Reference R/13293/001: Proposed Commercial Development at Island Road, Reading; Preliminary Conceptual Model. This report provided a conceptual interpretation of ground conditions and made recommendations for a non-intrusive geophysical survey to be followed by preliminary intrusive investigations to establish conditions in more detail.
- 2.3.24 The 2013 Hydrock report was issued to the Environment Agency and was the subject of a letter from the Agency dated 07 November 2013 (Agency reference WA/3013/115841/01-L01) and, later, a

meeting with Agency Officers on 09 December 2013. The outcome was general approval of the Hydrock approach and an agreement that the Agency would be consulted again when the geophysics results were available to provide the basis for the preliminary investigations. The geophysics is the subject of Reynolds International Report J16371.278 dated 22 April 2016.

- 2.3.25 In 2020, additional ground investigation works were undertaken by Hydrock. The scope of this work was designed to better understand the prevailing leachate conditions within the landfill, in terms of quantum, distribution, composition and any intercell interactions between discrete water bodies. The scope of this work included the installation of a comprehensive series of groundwater and ground gas wells, with responses zones within the pre-existing landfill materials. Subsequent to this investigation further reports were issued interpreting the results with respect to leachate level and ground gas risk and management.
- 2.3.26 Review of the information suggest that the long-term settlement of the landfill is of such magnitude that piled foundations will likely be required in all instances,
- 2.3.27 Data recorded on the leachate levels suggested that any rise in leachate within the landfill should be able to be accommodated within the current voids in the unsaturated zone. However, it was suggested that monitoring on the change of leachate levels, through the use of piezometers and dataloggers, was included as part the of the construction and permanent design. These would then allow for real time monitoring of the leachate levels and allow for a programme of mitigation to be carried out, so as to control and limit any rise in leachate levels.
- 2.3.28 The ground gas monitoring suggested that any future design will need to account for this, and mitigation will need to be carried out as part of the permanent design. Options suggested included the expansion of the current ground gas collection system, additional and replacement ground gas wells, ground gas protection to structures as well as real time monitoring of ground gas.

2.4 The Proposed Development

- 2.4.1 The Proposed Development seeks to develop approximately 29.65 ha of land providing up to 102,500m² GEA of Use Class B8 and 7,500 m² of Use Class B2 floorspace. The Site will accommodate the B8 floorspace, alongside landscaping, BNG and the proposed Cemex plant site (for which permission is sought for the principle of Use Class B2). This is in accordance with the Island Road Strategy requirements set out at in the adopted Local Plan Policy SR1 (Island Road Major Opportunity Area).
- 2.4.2 For the purpose of this EIA screening, the assessment has been based on the maximum floorspace of 102,500m² GEA to ensure a robust appraisal of the worst-case scenario in terms of potential environmental impacts. This Project is expected to generate significant investment, create employment opportunities, and contribute to the local economy.
- 2.4.3 The Proposed Development will include the construction of modern storage and distribution facilities, with ancillary office spaces integrated within each building. These office spaces will also serve as sheltering facilities, given the site's location within the AWE Burghfield Detailed Emergency Planning Zone (DEPZ). The Proposed Development will incorporate sensitive design and landscaping to ensure it does not detract from the character and appearance of the surrounding landscape.
- 2.4.4 In terms of infrastructure, the development will feature a formal access point in the form of a T-junction along Island Road to the north, and a separate access point for the proposed Cemex Plant Area. This concrete batching plant is proposed in the north-east corner of the Site, as a facility for measuring and mixing various materials to form concrete. The associated separate access point from Island Road is intended to reduce vehicle conflict and allow for future provision of an additional access to serve the adjacent land owned by RBC.
- 2.4.5 An area in the southwestern corner of the proposed indicative masterplan is a pedestrian and cycle link to Reading Green Park station. This supports policy objectives set out in Policy SR1 of the Reading Local Plan, which encourages connectivity and sustainable transport, as well as the NPPF (Paragraphs 85 and 87b), which promote active travel and accessible employment sites. Subject to further feasibility,

this connection may also offer scope to future extension or alternative routing westward, enhancing permeability and multimodal access across the wider area. This link will enable pedestrians and cyclists to conveniently access Green Park Village and Green Park station, aligning with wider goals to reduce car dependency and improve integration with local transport infrastructure. Additionally, the proximity to three railway stations within a 5 km radius enhances the site's accessibility, making it an attractive location for businesses. It is poised to become a significant employment centre in Reading, aligning with the local plan's vision for economic growth and industrial expansion. The Proposed Development will not only meet the borough's employment needs but also contribute to the sustainable development of the area, balancing industrial activity with environmental and community considerations.

2.5 Mitigation and Enhancement Measures

- 2.5.1 The Applicant is dedicated to implementing a scheme that maximizes environmental benefits while minimising adverse local impacts. Mitigation and enhancement measures will be applied to all receptors in accordance with relevant legislation and policy. The mitigation and enhancement measures addressing any potential adverse environmental effects will be controlled by standard planning conditions and / or standard, reliable, proven and well understood mitigation measures.
- 2.5.2 Mitigation measures will include adherence to best practice measures during the construction phase, including implementation of a Construction and Environmental Management Plan (CEMP), to be secured by planning condition.
- 2.5.3 The CEMP would also mitigate potential adverse effects from construction works, including measures such as the wheel washing and dust suppression measures to prevent the migration of pollutants, details on site access, construction vehicle routing plans, parking arrangements and signage provisions.
- 2.5.4 The development will consider the scale and proximity of new buildings to existing residential areas to minimise any potential negative impacts on residents. This includes designing buildings that are appropriately scaled and positioned to avoid overshadowing or overlooking neighbouring properties. Measures will be implemented to address potential environmental impacts such as noise, fumes, highway safety, visual impact, and lighting, and may involve sound barriers, implementing traffic management plans, and design lighting systems that minimise light pollution.
- 2.5.5 An LVIA will be conducted to evaluate the visual impact of the Proposed Development on the surrounding landscape. This assessment will seek to ensure that the development recognises and responds to the existing landscape and integrates the Proposed Development as efficiently as possible with its surroundings. Measures will be adopted to mitigate the visual impact of the proposals. This will include the planting of new native woodland, trees and other habitats and creating green spaces to enhance the site's amenity and ecological value.
- 2.5.6 Biodiversity and protected species surveys will be conducted to assess the potential impact on protected species and priority habitats. This accompanying report will inform the design and implementation of mitigation measures to protect local wildlife and demonstrate how it will achieve a mandatory 10% biodiversity net gain, as a minimum. This may involve creating new habitats, enhancing existing ones, and implementing measures to support local biodiversity.. The Proposed Development will include compensation planting to help maintain the Site's ecological value and provide green spaces for the local community. The mature tree belt along the southern boundary will be retained and reinforced, and the Proposed Development will include significant new native tree and shrub planting.
- 2.5.7 A Flood Risk Assessment and Drainage Strategy will be prepared to ensure that the Proposed Development does not increase flood risk or vulnerability and detail how Sustainable Drainage Systems (SuDS) will be incorporated to manage surface water runoff and reduce the risk of flooding. The Proposed Development is to be arranged to locate any built development outside of the modelled fluvial flood extents and EA mapped surface water flood events.
- 2.5.8 New buildings will be designed to include the use of energy efficient materials and technologies to reduce the development's environmental footprint and align with SEGRO's commitment to environmental stewardship. In support of these efforts, a Sustainability Statement will accompany the planning

application, outlining the specific strategies and measures adopted with the overarching goal of achieving a BREEAM 'excellent' and Energy Performance Certificate (EPC) A+ rating. This reflects best practice in sustainable building design and construction and demonstrates SEGRO's dedication to delivering developments that are both environmentally responsible and resilient.

- 2.5.9 Although there are no specific heritage designations within the site itself, the development will consider the setting of nearby heritage assets with a Heritage Statement and Archaeological Assessment accompanying the planning application. This includes ensuring that the new buildings do not negatively impact the visual or historical context of these assets.
- 2.5.10 As the Site is a former domestic waste landfill with an active Environmental Permit it will be necessary to ensure that the Proposed Development does not result in any form of environmental impairment. It is also a requirement that the conditions of the Environmental Permit, especially landfill gas extraction and monitoring, can continue to be complied with. To meet these objectives, it will be necessary to update and further understand the ground conditions at the Site. This will build on insights from previous investigations, enabling the identification of any remaining geotechnical and geo-environmental risks, and the development of mitigation measures to reduce those risks to an acceptably low level.
- 2.5.11 Further information on the proposed mitigation and enhancement measures are set out within the EIA Screening checklist set out in **Table 2**.

2.6 Environmental Assessment Reports

- 2.6.1 It should be noted that the planning application will be supported by a suite of environmental assessments which will consider all potential adverse (and beneficial) environmental effects. The suite of documents that will support the application is as follows:

- Air Quality Assessment;
- Arboricultural Impact Assessment / Tree Survey;
- Archaeological Assessment;
- Biodiversity Surveys and Ecological Reports;
- Contaminated Land Survey and Report;
- Daylight Sunlight Assessment;
- DEPZ Emergency Plan;
- Design and Access Statement;
- Energy Efficiency Statements;
- Ground Conditions;
- Flood Risk Assessment and Drainage Strategy;
- Fire statement;
- Heritage Statement;
- Landscape and Visual Impact Assessment;
- Lighting Assessment;

- Noise Assessment;
- Sustainability Statement;
- Transport Assessment (including Active Travel);
- Travel Plan;
- Utilities Statement; and
- Vehicle Parking and Waste Storage Details.

3 Screening Assessment

3.1 Introduction

3.1.1 In determining whether the Proposed Development constitutes EIA development, consideration should be had to the following:

- Is the Proposed Development of a type listed in Schedule 1 of the EIA Regulations?
- If not, is it listed in Schedule 2 of the EIA Regulations?
- Is the site located within a sensitive area as defined by the EIA Regulations?
- Does the Proposed Development meet any of the relevant thresholds and criteria set out in Schedule 2 of the EIA Regulations? and/or
- Would the Proposed Development lead to likely significant effects on the environment?

3.1.2 These points are explored further in this section with reference to the EIA Regulations and supporting PPG.

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 typically large-scale projects for which significant effects would be expected, for example, 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 (that is, if it is within a sensitive area) and / or whether it meets any of the relevant exclusion thresholds or criteria in Column 2 of Schedule 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 (National Landscapes); 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 could be considered to fall under Schedule 2 10 (a) 'Industrial Estate Development Projects'. The Site itself is not a sensitive area as defined by Regulation 2(1) of the EIA Regulations. The threshold for industrial estate projects apply to *"the area of development exceeds 5*

hectares". The Proposed Development provides up to 102,500 m² GEA of storage and distribution space alongside approximately 7,500 m² for the associated concrete batching plant.. As the Site is approximately 29.65 ha in size, the Proposed Development will exceed the 5 ha threshold set out in Schedule 2 of the EIA Regulations. Therefore, undertaking this EIA Screening is a required formality to provide clarity and ensure regulatory compliance from the outset.

- 3.3.5 To achieve this, Schedule 3 of the EIA Regulations and the PPG need to be considered, as set out below.

3.4 Schedule 3 Criteria

- 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 impacts. These factors should be taken into account as part of the screening process and are set out below for reference:

Characteristics:

- The size and design of the whole development;
- The 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; and
- 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, paying particular attention to the following areas:
 - Wetlands, riparian areas, river mouths;
 - Coastal zones and the marine environment;
 - Mountain and forest areas;
 - Nature reserves and parks;
 - European sites and other areas classified or protected under national legislation;
 - Areas in which there has already been a failure to meet the environmental quality standards laid down in EU legislation and relevant to the project, or in which it is considered there is such a failure;
 - Densely populated areas; and
 - Landscapes and sites of historical, cultural or archaeological significance.

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; and
- 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 existing and / or approved development. Further guidance on the consideration of cumulative effects in the EIA screening process is set out in the PPG:

“...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 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 that has been carried out on 15th May 2025. The schemes identified in **Table 1** have been considered cumulatively with the Proposed Development as set out in this screening report.

Table 1 Cumulative Developments

Scheme	Details	Status	Distance from Site
PL/24/1520 300 Brook Drive, Green Park, Reading, RG2 6UU	External refurbishment of an existing office building (Use Class E), including: ■ Alterations to the main entrance and elevations; ■ Installation of solar PV panels; ■ EV charging points; ■ New cycle store with changing facilities; ■ External lighting and landscaping.	Pending	600 m south
PL/17/0444 Land at Island Road West, Reading	Erection of two employment buildings (Use Classes B1c, B2, B8) totalling 11,067 m ² (GIA), including: ■ Ancillary offices; ■ Servicing areas and access roads; and ■ Car parking and landscaping.	Granted (24/10/17)	230 m east

3.6 National Planning Practice Guidance

- 3.6.1 Paragraphs 057 and 058 of the PPG 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 2** 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 PPG.

Table 2 Planning Practice Guidance Indicative Screening Criteria

Development type	Schedule 2 Exclusion thresholds	PPG Indicative Thresholds	PPG Key issues to consider
10(a) industrial estate development projects	(i) the area of the development exceeds 5 hectares	Site area of the new development is more than 20 hectares.	Potential increase in traffic, emissions and noise.

3.7 Screening Assessment

- 3.7.1 **Table 3** overleaf provides a review of all the above criteria and requirements and specifically addresses the development proposed at the Site. The matrix is taken from the EIA screening checklist in the PPG (i.e. as referred to from Paragraph 18 of Section 4 (EIA) of the PPG.

Table 3 Planning Practice Guidance EIA Screening Matrix

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No 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?	Y	During the construction phase, site planning will minimise the areas that need significant earthworks, limit the extent of grading, excavation, and landform alteration, thereby reducing the overall impact on the topography. Additionally, phased earthworks will be implemented to reduce the area of exposed soil at any one time. This approach helps in managing soil stability and preventing erosion, which can significantly alter the landscape. Erosion and sediment control measures will be installed to further mitigate the risk of soil erosion during construction and will maintain the integrity of the landform and prevent significant changes in topography. Furthermore, topsoil stripping and storage for reuse in landscaping will ensure that the natural soil composition is preserved and can be used to restore the land post-construction. Once construction is complete, soft landscaping will be undertaken to stabilise disturbed areas and blend the new features with the natural environment. This process helps in maintaining the topographical changes made during construction. The introduction of green infrastructure will also be key in managing surface water and reducing erosion by helping to control runoff, thereby maintaining the topography. Additionally, the maintenance of drainage systems on site will prevent erosion or flooding from altered runoff patterns, ensuring that the changes in topography do not lead to adverse environmental impacts. Overall, the changes in topography due to the Proposed Development are expected to be managed effectively through careful planning, construction practices, and ongoing maintenance and monitoring. These measures will help in minimising significant alterations to the natural landform and ensuring that the area remains stable and environmentally sound.	N The Proposed Development will require the creation of a level development platform, which will be achieved through placement of suitable fill material rather than large scale excavation. Given the Site's former landfill use, the underlying materials will remain in place. Best practise measures will be implemented to reduce the impacts of ground disturbance, which will be detailed within the CEMP. These will include erosion control, minimising disturbed areas, phasing of works, drainage and runoff controls, limiting the exposure of bare ground and ongoing monitoring. As above, where topsoil is removed to enable construction activities it will be appropriately stored for planned re-use. In addition, post completion of works an assessment of ground compaction will be undertaken and any over-compacted topsoil will be aerated through methods determined in the Landscape Management Plan. With the employment of careful environmental management techniques secured through a CEMP, effects are considered to be not significant.

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or 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	During the construction phase, the Proposed Development will involve land and soil disturbance associated with levelling the Site platform and grading. This disturbance will be necessary to prepare the land for building foundations and infrastructure but will also require the use of non-renewable materials such as concrete, steel, and aggregates. These materials, although essential for constructing durable and stable structure, are finite resources. Additionally, water will be used for activities such as dust suppression. Energy use during construction will primarily come from non-renewable sources like diesel and electricity to power plant and equipment, contributing to the Proposed Development's overall carbon footprint. Once operational, the Proposed Development will have ongoing energy demands for heating, cooling, lighting, and other building operations. These energy needs may be met by renewable sources, depending on the availability and integration into the development. In the absence of sufficient renewable sources, non-renewable energy will be used, which can contribute to environmental degradation and resource depletion. Additionally, the Proposed Development will require ongoing water use for building operations, landscaping, and maintenance.	N	During the construction phase, best practice environmental management procedures will be implemented to reduce resource use and minimise soil disturbance and set out within a CEMP. An Active Travel Plan will be developed to promote walking, cycling, and the use of public transport. By encouraging sustainable transport choices, this plan aims to reduce car dependency and associated fossil fuel use during the operational phase of the development, contributing to a long-term reduction in the consumption of non-renewable energy resources. The Proposed Development has been designed in accordance with BREEAM standards and is targeting an 'excellent' rating. This means it prioritises energy efficiency and smart building technologies. Material selection will be guided by sustainability criteria, and water saving fixtures and systems will be installed to reduce overall water consumption during operation. These combinations ensure that consumption is minimised and that sustainable alternatives are prioritised wherever possible, resulting in no significant effects related to resource use.
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 located on a former landfill, surrounded by residential, industrial and commercial land uses. Priority deciduous woodland lies on the southern boundary of the Site, with the River Kennet and Fobney Island Wetland Nature Reserve located approximately 150m to the north. There are no forestry, fisheries, tourism, or minerals resources that could be affected by the proposal.	N	N/A
2. Waste				
2.1 Will the project produce solid wastes during construction or operation or decommissioning?	Y	Waste generation from construction will occur over a relatively short period, associated with enabling and building works. This includes soil, concrete, , packaging materials, and off cuts from various	N	Waste would be managed and reduced in accordance with all applicable legislation and disposed of in line with best practice. Any waste generated during the construction phase of the

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)
		construction activities however this will be managed through the implementation of a Site Waste Management Plan (SWMP). Given the Site's history as a landfill, there is an increased risk of encountering contaminated soil and hazardous materials such as asbestos or heavy metals. However, at this stage, with the exception on piling devices, there is no intention to excavate through the landfill cap. In the operational phase, the facility will produce ongoing waste from daily activities. This includes general solid waste, recyclable materials, and maintenance waste such as used parts and packaging.	Proposed Development would be reused and recycled, where possible. A SWMP will be produced and form part of the CEMP. The potential for generating contamination as a result of the land use of the Proposed Development is considered to be low as a result of anticipated construction and operational activities. Therefore, the risk of contamination to construction workers and future users of the Proposed Development is considered to be low. Further ground investigation and assessment will be undertaken to confirm the anticipated ground conditions. The Proposed Development will leverage nearby facilities that can handle various types of waste, including the hazardous materials, and coordination with the local waste management services will ensure that the waste is processed efficiently and sustainably. Therefore, no significant effects are anticipated in relation to waste generation.
3. Pollution and Nuisances			
3.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Y	The Proposed Development will release pollutants and potentially hazardous, toxic, or noxious substances into the air during both construction and operational phases. As the Site is a former domestic landfill with an active Environmental Permit it will be necessary to ensure that the development does not result in any form of environmental impairment. It is also a requirement that the conditions of the Environmental Permit, especially landfill gas extraction and monitoring can continue to be complied with. To meet these objectives, it will be necessary to update and further understand the ground conditions at the Site. This will build on insights from previous investigations, enabling the identification of any remaining geotechnical and geo-environmental risks, and the development of mitigation measures to reduce those risks to an acceptably low level. During construction, dust emissions will arise from earthworks, construction activities, and vehicle movements, which may be exacerbated on dry and windy days. Construction machinery and vehicles will	N Dust generation during construction would be managed in accordance with standard best practice measures, enforced through a CEMP. Measures would include locating dust-generating activities away from sensitive receptors, dust barriers such as hoarding, water management to control dust and appropriately sized equipment chosen based on the required tasks with preference to non-diesel equipment where feasible. The Proposed Development is not considered to release levels of pollutants that would result in likely significant effects, following the implementation of standard mitigation measures. As above, best practice measures will be set out in the CEMP to be adhered to by the appointed contractor. Significant effects are therefore not considered likely.

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)	
		emit pollutant including nitrogen oxides (NO_x), particulate matter (PM₁₀ and PM_{2.5}), and other exhaust emissions, which can contribute to local air quality degradation if not properly managed. During operation, the Proposed Development may emit hazardous air pollutants primarily in the form of particulate matter from cement handling, vehicle movements, and mixing operations. If not properly managed, such emissions can contribute to local air quality degradation and pose respiratory health risks. Additionally, the storage and handling of fuels and chemical admixtures may result in the release of VOCs, which contribute to the formation of ground level smog. Although hazardous substances such as heavy metals or acids are not usually associated with standard concrete batching operations, accidental spills or improper handling of additives could pose localised environmental risks.		
3.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Y	The construction phase of the Proposed Development will likely generate noise and vibration due to the use of plant and machinery. Activities such as excavations, earthmoving, piling, and concrete mixing are common sources of noise and vibration. These impacts can affect nearby residential areas and PRoW 10. During the construction phase, artificial lighting will be required for safety and visibility, particularly if work extends into the evening. This lighting can contribute to light pollution, which may disturb local wildlife – especially nocturnal species that rely on natural light cycles for navigation and feeding. Additionally, nearby residents may experience glare or sleep disruption if lighting is intense or poorly directed. While construction machinery may also emit heat, this is generally localised and short term. Throughout operation, the Proposed Development will require internal and external lighting, as well as heating, ventilation, and air conditioning systems to maintain comfortable working conditions. These systems can contribute to light spill, particularly from security lighting and signage.	N	During construction, any noise effects will be managed in accordance with best practice measures, implemented through the CEMP and are not anticipated to generate significant adverse effects. Best practise measures will include use of quieter and lower vibration equipment, installation of sound-absorbing barriers where appropriate, timing of works, Site layout, training and awareness and monitoring and reporting. These measures will be set out in the CEMP and secured by planning condition. The nature and character of the noise will generally depend on the type of installation and how it is operated. A sound level survey will be conducted to identify the existing ambient sound environment around the Site for the Operational Noise Impact Assessment that will be undertaken for the substation with reference to BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' and any CCC specific requirements. Any construction phase lighting will be implemented in accordance with best practise techniques to avoid light glare and minimise other associated impacts. These measures include appropriately designed luminaires, minimisation of light

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)
		The operation of the concrete batching plant will generate noise from several sources, including the loading and unloading of materials, the operation of mixers, conveyors, and other machinery.	break-out, louvres and shields, visual screening, reducing light levels outside working hours, automated lighting controls, directional lighting and appropriate number of lighting units. These measures will be set out in the CEMP and secured by planning condition. In addition, the lighting strategy will incorporate directional lighting, low lighting columns, hooded or shielded luminaires, and strategic planting buffers to control unnecessary light spill. Lighting sensitive habitats such as hedgerows, woodland, and areas of proposed habitat creation will be avoided during construction. Operational lighting will be designed in line with CIBSE Lighting Guide 1 'The Industrial Environment' and BS 5489-1:2003+A2:2008. The lighting is to allow safe movement of vehicles and pedestrians. Consideration will also be taken to light colour in relation to the ILP Guidance Notes GN01/21 in relation to The Reduction of Obtrusive Light and GN 08/23 in relation to Bats and Artificial Light and Night. Specifically, luminaires will be LED-based with peak wavelengths greater than 550nm to avoid the light spectrum most disturbing to bats. All luminaires will lack UV elements and metal halide or fluorescent sources will not be used. Where appropriate, luminaires on the site boundary will be fitted with light baffles to prevent light spill. The Ecology Technical Note (August 2025), included within Appendix B, now outlines a robust lighting strategy that ensures residual effects from lighting on the local bat population and other sensitive species are likely to be negligible. No significant effects relating to electromagnetic radiation are anticipated. Overall, significant effects as a result of pollution sources are not considered likely given the appropriate implementation of mitigation measures described above.
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?	Y	The Proposed Development has the potential to lead to contamination of land and water from the release of pollutant during both the construction and operational phases. During the construction phase the use of heavy machinery could lead to pollution and ecological degradation. A primary concern is the potential for spills of fuels, oils, lubricants, and other chemicals	N Site investigations and measures for recording, remediation and verification of ground contamination, if required, will be conditioned to the planning permission which will in turn confirm the requirement for and nature of remedial measures. A remediation strategy and verification plan will be prepared, as required, and ongoing monitoring undertaken to confirm the successful implementation of the remedial measures.

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)
	used in construction equipment. These substances can seep into the soil, leading to soil contamination that may degrade soil quality, harm local vegetation, and disrupt the natural microbial balance. In addition, surface runoff from construction sites, especially during rainfall events, can carry sediments, hydrocarbons, heavy metals, and construction debris into nearby water bodies like the River Kennet. This runoff can increase turbidity in the water, reducing light penetration and affecting aquatic life. It can also introduce pollutants into both surface and groundwater, impacting water quality downstream. Another risk is the mobilisation of existing contaminants. Construction activities such as excavation or piling can disturb these materials, causing them to migrate into surrounding soils or watercourses, spreading contaminants beyond their original locations. As the Site is a former domestic waste landfill with an active Environmental Permit it will be necessary to ensure that the Proposed Development does not result in any form of environmental impairment. It is also a requirement that the conditions of the Environmental Permit, especially landfill gas extraction and monitoring, can continue to be complied with. To meet these objectives, it will be necessary to update and further understand the ground conditions at the Site. This will build on insights from previous investigations, enabling the identification of any remaining geotechnical and geo-environmental risks, and the development of mitigation measures to reduce those risks to an acceptably low level. During the operational phase, the Proposed Development, may involve the use of various chemicals and materials that pose a risk of contamination. Improper handling or accidental spills can lead to pollutants entering the soil and water systems. Stormwater runoff from impervious surfaces like roofs and pavements can carry pollutants into local	The method of piling will need to take into account such risks to groundwater, especially in the underlying chalk aquifer as well as a requirement to overcome the risk of encountering high gas emissions from the waste materials during installation. Any potential impacts as a result of contaminated land will be mitigated through the implementation of best practice and standard construction process, and measures included within a CEMP. Significant effects are therefore not considered likely.

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)
		water bodies. This runoff can include oils and other contaminants from the Site.	
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 be affected by the project?	Y	While the Site itself is not within an Air Quality Management Area (AQMA), The A33 running north-south to the east of the Site is a major road that contributes to local air pollution levels and is within the Reading AQMA. The River Kennet running north of the Site is monitored for water quality. While it generally meets environmental standards, urban runoff and occasional pollution incidents can affect its quality. During construction, water and air quality effects will be managed by a CEMP which will include standard, best practice measures including locating dust-generating activities away from sensitive receptors, dust barriers such as hoarding, water management to control dust and appropriately sized equipment chosen based on the required tasks with preference to non-diesel equipment where feasible. Dust generation is not anticipated to generate significant adverse effects. The Site is a former domestic waste landfill, and holds an active Environmental Permit issued by the EA. It will be essential to ensure that construction and operational activities do not result in environmental impairment and that all permit conditions, particularly those relating to landfill gas extraction and monitoring, can continue to be met throughout the development lifecycle. The operational phase of the Proposed Development may generate up to 67 HGV trips during the morning peak, and 77 during the afternoon peak, with all expected to route southbound along the A33 towards the M4. The routing strategy has been designed to optimise access to the Site while minimising impacts on the surrounding road network and residential areas. The routing avoids the use of suitable local roads and aligns with RBCs Local Plan Policy TR3, which stipulates that developments should not generate regular HGV	N Effects from the construction from noise and dust will be mitigated through the CEMP as described above. Significant effects as a result of pollution are considered unlikely. A Construction Traffic Management Plan (CTMP) would be prepared to ensure that all traffic associated with the construction works operate in a safe and compliant manner at all times. The CTMP would be signed by the appointed contractor and the highway authorities. This agreement would include for the repair of any damage caused to highway infrastructure by the construction traffic. The CTMP would: ▪ Ensure effects on local residents, properties, businesses and schools caused by construction traffic, where practicable, are kept to an absolute minimum; ▪ Maximise safety in all aspects of the project associated with movements of traffic; ▪ Ensure all third-party traffic interfacing with the project are kept safe from the on-going works; ▪ Include clear, regular liaison with RBC regarding traffic caused by operations; and ▪ Identify suitable signage and traffic controls to be used for all access points. Given the Site's status as a former landfill with an active Environmental Permit, the development will be designed to avoid environmental impairment and ensure continued compliance with permit conditions, including landfill gas extraction and monitoring. During operation, the impacts of the Proposed Development on areas already subject to pollution are unlikely to be significant. The use of low emission engines, electric or hybrid machinery will substantially reduce air pollution and greenhouse gas emissions. The Proposed Development will incorporate sustainable transport options to reduce vehicle emissions, as detailed in the Transport Assessment (including Active Travel) and Travel Plan accompanying the application. To support this, transport

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)	
		movements on roads that are not part of the classified highway network or are otherwise inappropriate for such traffic. This modelling assumes that 100% of HGV movements will therefore be directed towards the M4, reducing the likelihood of congestion. As vehicles that are emitters of nitrogen oxides and particulate matter these journeys could create localised air quality hotspots, especially during traffic periods when vehicle idling and congestion are more likely.		modelling will be undertaken to assess potential impacts and ensure the effectiveness of proposed measures. Therefore, no significant effects are anticipated in relation to environmentally degraded or polluted areas, provided that Environmental Permit conditions are upheld throughout the development.
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?	Y	New development has the potential to be affected (and therefore has the potential to impact the environment) by the risk of major accidents or disasters. Accidents are considered to be an occurrence resulting from uncontrolled developments in the course of site preparation/construction and operation of a development. 'Disasters' are considered to be naturally occurring extreme weather events or ground related hazard events. For such events to pose a risk to the environment, there must be a source (the event), a pathway (a process by which a receptor could be affected by the event), and a receptor. In reviewing the characteristics of the development, the location of development and environmental baseline, it is considered, in relation to the EIA, that there are no specific risks to environmental receptors or environmental aspects identified within this request for a Screening Opinion, in relation to major accidents and disasters relevant to the development concerned.	N	During the construction activities, the contractor(s) will implement measures in accordance with Health and Safety legislation / requirement, and best practice to minimise the risks of accidents that could have adverse effects on people or the environment. All such measures will form part of the CEMP, which will include an Environmental Emergency Plan. Appropriate legislative procedures will be in place during design, construction and operation such as The Construction (Design and Management) Regulations 2015 as well as the Health and Safety at Work Act 1974. Appropriate PPE will be used to mitigate any risks during construction to the Site workers. There is potential risk of flooding with a climate change event which will be assessed and suitable mitigation identified in the Flood Risk Assessment and Drainage Strategy. As the Site lies within the Detailed Emergency Planning Zone, a Detailed Emergency Response Plan will be prepared to respond to major accidents and address off-site risks associated with the AWE Burghfield site. Significant effects are not considered likely.
4.2 Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for	Y	During construction, there is a risk of air pollution from dust, diesel emissions, and particulate matter, especially from HGVs and construction machinery. This could affect nearby residents, particularly in higher density areas like Green Park Village just south of the Site.	N	Dust generation will be managed in accordance with standard best practice measures, enforced through the CEMP, and is not anticipated to generate adverse effects to human health such that it presents a risk to the population. Storage areas for both building materials and any temporarily excavated materials will be within the construction compound with soils stored temporarily within designated soil storage

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)
example due to water contamination or air pollution)		Additionally, the potential for water contamination exists due to runoff, fuel spills, or improper handling of construction waste. Given the Site's landfill history, there is also a risk of exposure to hazardous materials, such as contaminated soil or residual asbestos. In the operational phase, the Proposed Development will generate vehicle movements, particularly HGVs which could contribute to air emissions and noise pollution. The presence of a concrete batching plant introduces further risks, including dust emissions from cement handling and mixing operations. Although the Site is not intended for public access, its proximity to residential and recreational areas means that any operational failures, such as fires, leaks, or excessive noise, could affect nearby populations.	areas and Site compounds. The storage area for plant machinery and materials will be within the construction compound, so as to be separated from human receptors. Any unsuitable or hazardous material which is excavated would be removed from Site to reduce any risk to human receptors. Handling of hazardous materials, such as contaminated soil or asbestos, will follow strict protocols, including pre-construction site investigations, safe removal, and disposal procedures, and use of PPE for workers, as detailed in the CEMP. During the construction phase, the standard Site working hours detailed in Section 2.4 will minimise the effect of noise, dust and vibration on human receptors. During operation, the land uses proposed are not highly contaminative and it is not expected that there is a high risk of contaminants being released into the environment. As a result, a risk is not presented to the population. Therefore, significant effects are not considered likely.
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?	N	The Site is surrounded by several water resources that could be affected by the Proposed Development. To the west of Green Park village lies South Lake, a purpose-built lake. Further west, there is an additional collection of lakes covering approximately 173 ha south of the River Kennet and situated on the western side of the Great Western Railway tracks. The River Kennet itself runs north of the Site, while a small stream skirts the southern and eastern borders, connecting Farnham Flint to the River Kennet northeast of the Site. The majority of the Site is located within Flood Zone 1, defined as land with a low probability of flooding. A small portion of the Site along the southern boundary has been flagged as being at higher flood risk. However, this area of the Site will remain undeveloped, and flood modelling confirms that this area is not predicted flood under conservative scenarios, leaving the Site at low risk from flooding. The superficial deposits, where present and Lambeth Group are designated as Secondary A Aquifers. The	N Potential impacts to and from the Site from flood risk and an introduction of new impermeable surfaces will be assessed in the FRA to be submitted in support of the planning application. A Drainage Strategy based on an attenuated discharge to the local drainage ponds will be developed to demonstrate the feasibility of the proposed SuDS solution. Potential impacts to surface water and groundwater during construction will be mitigated through the implementation of a CEMP and standard best practice construction processes. There is not expected to be any likely significant effects on flood risk, drainage and water quality, and therefore there are no cumulative impacts with nearby developments. Significant effects on water resources are therefore not considered likely. Given the Site's history as a domestic landfill and its active Environmental Permit, it is necessary to ensure that the Proposed Development does not cause environmental harm. The Proposed Development must also allow for continued

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)	
		underlying chalk is designated as a Principal Aquifer. Records indicate that the Site is not coincident with a Source Protection Zone (SPZ). The closest SPZ is 1.5km to the southwest towards Burghfield.		compliance with the permit conditions, particularly those relating to landfill gas extraction and monitoring.
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. 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)).	Y	The nearest sites designated for their ecological value include: - Fobney Island Wetland Nature Reserve, approximately 240 m north; - Kennet Island Wildlife Conservation Area, approximately 760 m northeast; - Loushill Copse Local Nature Reserve: approximately 2.75 km northwest Along the northern and southern boundaries of the Site are deciduous woodlands that are labelled as priority habitat and therefore require conservation action under the UK Biodiversity Action Plan (1994). The Site is also within a Network Expansion Zone, aimed to help build ecological resilience by connecting fragmented habitats and creating opportunities for wildlife movement. The Proposed Development could affect these areas through various means, such as habitat disruption. Construction activities have the potential to lead to the destruction or fragmentation of habitats, affecting terrestrial and aquatic species and resulting in a loss of biodiversity and the displacement of wildlife. Runoff from construction sites can carry pollutants such as oils and chemicals into the aforementioned waterbodies and wetlands, degrading quality and harming aquatic life. Air and noise pollution from construction or operation can disturb local wildlife by interfering with animal communication, breeding, and feeding behaviours.	N	The Proposed Development has been informed by a comprehensive suite of ecological surveys undertaken since 2020, including assessments for breeding and wintering birds, bats, otters, water voles, reptiles, dormice, and great crested newts. These surveys have guided the design and mitigation strategy to ensure that the ecological value of the site and its surroundings is protected and enhanced. Key mitigation and best practice measures will be enforced through a CEMP. These measures include pollution prevention protocols to avoid siltation and chemical contamination of nearby aquatic habitats, dust control, and protection of retained trees and hedgerows through Root Protection Areas (RPAs). Construction activities will be scheduled to avoid sensitive periods such as breeding and migration seasons, thereby reducing the risk of disturbance to local wildlife. The Proposed Development is also designed to deliver 10% Biodiversity Net Gain (BNG), as a minimum. During operation, pollution from run-off from the Site will be managed through an appropriate drainage strategy. As such, the proposed development is not considered to generate any significant adverse ecological effects.
6.2 Could any protected, important or sensitive species of flora or fauna which use	Y	The protected and sensitive species including farmland birds such as Grey Partridge, Lapwing, Turtle Dove, and Yellow Wagtail are present on-site. The habitats	N	An Ecological Appraisal including accompanying protected species surveys will be undertaken to identify the required ecological mitigation and enhancement measures to be built into

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)
areas on or around the site, e.g. for breeding, nesting, foraging, resting, overwintering, or migration, be affected by the project?		supporting these species include the priority deciduous woodlands, hedgerows, as well as Fobney Island Wetland Nature Reserve and Kennet Island Wildlife Conservation Area. Potential impacts of the Proposed Development on these habitats and species are significant. Habitat loss or degradation due to land clearance or construction activities could lead to the destruction or deterioration of these areas. Disturbance from noise, light, or human activity could disrupt the natural behaviours or the species, while pollution from construction activities could contaminate the habitats. Island Road intersecting through the Site, as well as the buildings themselves can have an impact on wildlife by creating obstacles that hinder their movement. These barriers can lead to habitat fragmentation, increased mortality from vehicle collisions, and isolation of wildlife populations.	the proposed development design. Best practice precautionary working measures in relation to other protected and notable species (where present or potentially present) will be enforced through a CEMP, such as the sensitive and appropriate timing of the removal of vegetation. Additional targeted enhancements will be implemented to support protected species. These include the installation of artificial otter holts, bird and bat boxes, and reptile hibernacula. Lighting design will follow best practice guidance from the Bat Conservation Trust to minimise light spill onto sensitive habitats. Measures include the use of LED luminaires with appropriate wavelengths, directional lighting, and strategic planting to shield habitats from illumination. The Proposed Development is also designed to deliver a minimum of 10% BNG, with long-term habitat management aligned with the conservation priorities of the Berkshire Local Partnership. During operation, pollution from site runoff will be managed through an appropriate drainage strategy to protect water quality. In conclusion, the Proposed Development incorporates robust mitigation and enhancement measures that will safeguard and improve the ecological value of the site. The retention and enhancement of key habitats, combined with sensitive construction practices and long-term ecological management, ensure that the development will not result in significant adverse ecological effects. On the contrary, it is expected to deliver a net positive impact on biodiversity, particularly within the Kennet Valley BOA.
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	Y	The area does not contain any nationally or internationally designated landscapes such as National Parks or National Landscapes (previously termed Areas of Outstanding Natural Beauty). This means that, while the local green spaces and natural features are valued, they do not have the same level of protection or recognition as formally designated areas.	N Mitigation requirements in relation to the Site and Proposed Development would be developed in discussion with RBC and other relevant stakeholders as well as the internal iterative design process and cross-discipline work with ecology, hydrology and flood risk, and ground conditions teams. Mitigation will aim to reduce any identified potential landscape and / or visual effects in addition to providing improved green infrastructure connectivity and ecological resilience where

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)	Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)
or around the location which could be affected by the project? Where designated indicate level of designation (international, national, regional or local).	Green Park Village includes various green spaces, woodland walks, and landscaped areas. These spaces are valuable for local biodiversity and provide recreational opportunities for residents. While not formally designated, these areas are important for maintaining the scenic and environmental quality of the region. The River Kennet runs north of the Site, as well as several lakes including Farnham Flint 400 m to the west. While not formally designated, the river and these surroundings are valued for their natural beauty and recreational use and contribute to the overall landscape value of the area. As detailed in the Preliminary Landscape and Visual Appraisal Note, as part of any planning application, design and mitigation measures would be developed and adopted as part of the master planning process. This would ensure that the location, layout and disposition of built uses are sensitively assimilated into the landscape, so that the impact and consequential effects on landscape and visual receptors are minimised. The topography of the Site is relatively flat, and as such the Proposed Development will be avoiding prominent ridge lines. The Proposed Development will be situated amongst other industrial and commercial land uses, with its land designated as part of the "Island Road Major Opportunity Area" in the Reading Local Plan. The use of native vegetation, green buffers, and natural screening will enhance local biodiversity and supporting ecological health while also providing effective visual barriers. The design will use materials, colours, and architectural forms that integrate as far as possible with the surrounding landscape to make sure that the Proposed Development does not stand out starkly against its backdrop. A Landscape and Visual Impact Assessment will assess the potential visual changes, evaluating and	practicable. A full LVIA will be submitted in support of the planning application. The approach and methodology will be based on the Guidelines for Landscape and Visual Assessment, Third Edition (GLVIA3) (Landscape Institute and Institute of Environmental Management & Assessment) combined with professional experience for similar types of development. This will detail the potential effects and any mitigation as part of the Proposed Development. Based on the Preliminary Landscape and Visual Appraisal Note (October 2025), the Proposed Development is anticipated to give rise to some principally localised landscape and visual effects. However, at this stage, it is not expected to result in significant overall or wider effects on protected landscapes.

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)	
		identifying any visual impacts and guiding the implementation of mitigation measures to ensure minimal disruption to the landscape.		
7.2 Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	Y	The Proposed Development will be visible to residents of Green Park Village and the surrounding residential areas. These residents will have direct views of the construction and completed structures from their homes, particularly those located on high floors or closer to the Site. Employees and visitors to the nearby commercial areas, including offices and retain spaces, will also have clear views of the Proposed Development. With maximum heights of 25 m, the Proposed Development may also be visible within Green Park, a large business park and recreational area located approximately 760 m south of the Site, on the opposite side of Green Park Village. It will also be visible from the A33, with drivers and passengers having clear views of the construction and completed buildings of the Proposed Development, particularly from the sections of the road that are closest to Green Park Village.	N	It should be noted that all effects as a result of construction would be short-term, reversible, and generally localised. Construction effects will be mitigated through the implementation of best practice and standard construction processes and measures contained within a CEMP. A Design and Access Statement will be submitted with the application to demonstrate how the Proposed Development has been designed to respond to its surrounding context. The Site's relatively enclosed nature, combined with existing vegetation and topography, already limits visibility. Where views may occur, such as from taller residential blocks or elevated positions, mitigation will include strategic planting and careful building design to reduce visual prominence and integrate the Proposed Development into the wider townscape. While longer-distance views may reduce the relative prominence of the Site within the wider landscape, its proposed height (up to 25m) means it is likely to remain visible from certain residential areas and elevated locations. In many views, the Site may be seen in the context of existing industrial edges, which will help integrate it into the surrounding landscape. The extent of visibility and prominence will be confirmed through the forthcoming detailed design. There is expected to be localised landscape and visual effects from the Proposed Development, however, at this stage, it is not expected to result in significant overall or wider effects on protected landscapes.
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	Y	The Site does not contain any scheduled monuments or listed buildings within a 1 km radius. However, there is a Grade II listed building, Kirton's Farmhouse, located approximately 1.2 km southwest of the Site, that is protected for its special architectural and historic interest.	N	All land within the Site comprises previously disturbed ground, and as such, no archaeological interest remains. Furthermore, due to the scarcity and distance of the nearest features of historic significance, the Proposed Development is not expected to cause any impacts on designated or non-designated historic assets, including their setting or views to, from, and within the Site.

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)	
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).				
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	A PRoW 10 runs south from Island Road along the boundary of the Household Waste Recycling Centre. Linking the site to Green Park development and Green Park Station and connecting to National Cycle Network Route 4 (NCN 4), which runs 300m north of the Site. There are footpaths on both sides of Island Road and the A33, with signalised pedestrian crossings at key junctions. Cycle access is supported by shared footway / cycleways along the A33 and a planned new pedestrian/cycle link to Green Park Village. Construction may temporarily affect PRoW and nearby foot / cycle paths. In particular, PRoW 10 and NCN4 are important for non-motorised users, including cyclists and pedestrians accessing leisure and transport hubs. However, a new pedestrian / cycle link is proposed to the south of the site, connecting to Green Park Village and Green Park Station to enhance access to recreational and transport facilities. Similarly, a new footway along the northern boundary of the Site will be provided alongside the extended Island Road, linking to existing footways and improving pedestrian continuity. Bus stops are located on the A33 and Lindsfarne Way, including Kennet Island and Longwater Avenue, served by multiple frequent services such as the 10 Ruby, 50 Greenwave, 600/650 park & ride, and 9 Buzz.	N	During the construction phase, an CTMP will be implemented that will ensure that standard, best practice measures are 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. During on-site operation, the Framework Travel Plan will promote non-car travel modes, including walking and cycling, and will include monitoring and management strategies to support sustainable access. Furthermore, the Proposed Development will provide 250 cycle parking spaces, and the internal road layout will separate HGV and car traffic to reduce potential conflicts between pedestrian and cycle routes and encourage active travel.

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)	
		The Site also benefits from proximity to the South Reading Bus Rapid Transit corridor and is approximately 1.7 km from Green Park Station and 4km from Reading and Reading West station.		
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?	Y	The Proposed Development connects to the A33 via Island Road, a key arterial route in Reading that already experiences high traffic volumes and is a focus of the South Reading Bus Rapid Transit scheme. Although historical congestion at the nearby Household Waste Recycling Centre has been mitigated by a bookings system, the Proposed Development is expected to generate up to 400 two-way vehicle trips across the morning and afternoon peak hours, including approximately 169 HGVs. As outlined in the Transport Scoping Note, this could increase pressure on the A33 / Island Road / Lindisfarne Way junction, particularly during peak times. While recent traffic surveys show stable or slightly reduced flows on the A33 since 2018, the potential for localised congestion and associated environmental impacts remains a key consideration. The proposal includes an access zone extending from Island Road to serve the Site, within which separate access points for HGVs and cars will be defined at the detailed design stage. This approach will minimise conflict between different vehicle types, preserve access to the HWRC and adjacent logistics units.	N	There are potential effects caused by traffic disturbance to local residences during the construction period as a result of routing construction traffic. Mitigation during the construction phase will be managed by a CEMP and the CTMP. It is anticipated that construction vehicles will utilise the existing primary road network and avoid unsuitable small roads where possible. The presence of slow-moving abnormal loads on the road network may cause some short-term congestion. However, this would be temporary, short-term and not likely to be significant. Potential temporary impacts can be mitigated through the implementation of measures set out in a CEMP. The construction of the Proposed Development will aim to minimise peak periods of traffic on the network and minimise impacts. This approach will also enable utilisation of construction storage and parking on the Site, avoiding the need for additional parking external to the Site. A Transport Assessment will be submitted as part of the planning application which will consider the potential transport and highways impact of the Proposed Development on the surrounding transport network and will describe how on-site and off-site access and movements can be achieved for a range of travel modes. The design of the Proposed Development entrance and access road will comply with relevant highway design standards for the road network and will be agreed in consultation with the Local Authority. A swept path analysis will be undertaken as part of the Transport Statement to support the planning application. Furthermore, the Traffic Assessment will include junction modelling and account for cumulative impacts from nearby committed developments, such as the Thames Water site and RBC land.

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)
			While recent traffic surveys show stable or slightly reduced flows on the A33 since 2018, the potential for localised congestion and associated environmental impacts remains a key consideration. The proposal includes a dedicated extension of Island Road to serve the Site, with separate access points for HGVs and cars. This design will minimise conflict between different vehicle types, preserve access to the HWRC and adjacent logistics units. It is considered that effects to transport as a result of the Proposed Development would be Not Significant. Effects during construction are short term and reversible and are therefore not considered to be significant. During operation, the Site will return to near baseline conditions. Therefore, significant effects are not anticipated.
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.	Y	The Proposed Development aligns with the RBC Local Plan (2019-2036) and its 2024 Pre-Submission Draft Update. The Site is designated as part of the "Island Road Major Opportunity Area", specifically sub-area SR1, which is earmarked for industrial and warehouse development. The Local Plan supports the delivery of up to 133,000m² of industrial, research and development, with the proposed 89,821m² and 7,500m² falling comfortably within. The Plan also emphasises safeguarding land for BRT and maintaining pedestrian and cycle corridors, both of which are addressed in the proposal. Therefore, the Proposed Development is fully compliant with local zoning and strategic planning objectives, and significant land use conflicts are unlikely. Green Park Village is located immediately to the south, a modern housing estate that features homes, a primary school and local amenities. Immediately to the east of the A33 lies Kennet Island, a densely populated residential neighbourhood, with Whitley located 1.6km northeast, a broader residential suburb of Reading. Commercial and industrial activity is prominent in the immediate vicinity of the Site. The Site itself is adjacent	N The construction phase of the Proposed Development may result in traffic and noise however these effects will be managed by best practice measures and will not be significant. As above, a CEMP and CTMP will be implemented and include best practice mitigation measures for transport, air quality, lighting and noise. For example, any lighting will be implemented in accordance with best practice techniques to avoid light glare and minimise other associated impacts. Air Quality mitigation measures will be implemented including locating dust-generating activities away from sensitive receptors, dust barriers such as hoarding, water management to control dust and appropriately sized equipment chosen based on the required tasks with preference to non-diesel equipment where feasible. Noise and vibration mitigation will include use of quieter and lower vibration equipment, installation of sound-absorbing barriers where appropriate, timing of works, Site layout, training and awareness and monitoring and reporting.

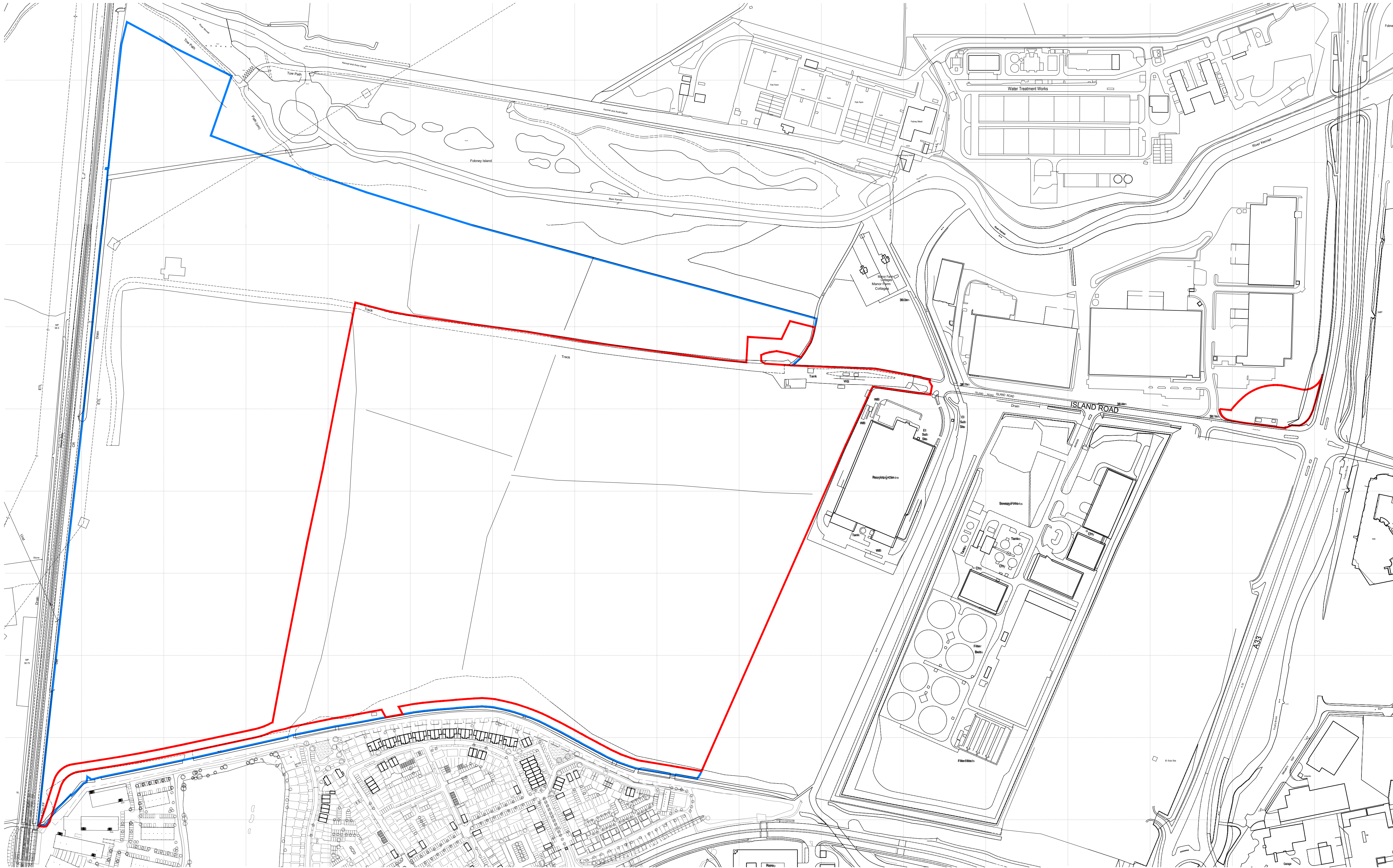
Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)	
		to the Island Road Logistics Park, which includes warehousing and distribution units. The Household Waste Recycling Centre (HWRC) is located directly east of the Site, and the Thames Water site, nearby is earmarked for future industrial use. To the southwest lies Green Park Business park, a major employment hub with office spaces, retail outlets, and hospitality services. These commercial and industrial uses share infrastructure such as Island Road and the A33 corridor. There is no indication of active agricultural or rural land uses in the immediate area. The Site is a former landfill and is surrounded by urban and industrial development. With Green Park Village Primary School, Kennet Island bus stops, and PRoW 10 located within 500 m of the Site, these receptors are close enough to be potentially affected by construction noise, air quality, traffic, and operational impacts of the Proposed Development, especially during peak hours.		
10.2 Are there any plans for future land uses on or around the location which could be affected by the project?	Y	Immediately east of the Site lies land owned by RBC, which is earmarked for future B8 commercial warehousing. Another significant nearby site is the Thames Water Site (SR1c), located along Island Road near the A33. This site is identified in the Reading Borough Local Plan Partial update (2024) for between 25,000 and 38,000m² of industrial, warehouse, R&D, or alternative commercial uses. Additionally, Unit A at the Island Road Logistics Centre, which was unoccupied during baseline traffic surveys, is expected to become operational.	N	The Proposed Development includes provision for a future access road to the B8 RBC parcel, indicating that its integration has been considered. Ensuring that this access is preserved and that traffic from both developments is accommodated. The Transport Scoping note includes an estimated trip generation for the Thames Water Site to assess cumulative impacts and suggests that the Proposed Development is designed with future traffic and infrastructure demands in mind, particularly in relation to the A33 corridor. The Transport Scoping Note also confirms that previously proposed widening of Island Road, intended to mitigate queuing from the HWRC, is no longer required due to a booking system now in place. However, the safeguarded land remains available for future capacity improvements if needed. Strategically, the Island Road area is identified in the Local Plan as a key growth zone for industrial and warehouse development. The Plan highlights the areas potential to meet the majority of Reading's future need for such floor space. As a

Part 1 - Question	Part 2 - Answer to the question and explanation of reasons (Yes/No or N/A)		Part 3 - Is a Significant Effect Likely? (Yes/No or N/A)	
				result, the Proposed Development will align with this broader vision and ensure that infrastructure, access, and environmental considerations are scalable and coordinated with future growth. Therefore, no significant effects are anticipated on future land use plans.
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?	Y	The Site is not in a location susceptible to earthquakes, landslides, erosion or extreme / adverse climatic conditions.	N	The Site is not in a location susceptible to earthquakes, landslides, erosion or extreme climatic conditions. The Site is also not susceptible to a high risk of flooding, and measures identified by the drainage strategy will ensure resilience for the increased risk of flooding induced by climate change. There is a risk of subsidence due to the Site's history as a landfill, which can lead to structural instability and long-term maintenance issues. Suitable mitigation measures relating to land stability will be implemented if required. Therefore, no significant effects are anticipated in relation to land stability and climate.
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?	Y	The following submitted and approved proposals are within 0.5 km radius of the Site: - PL/24/1520, 300 Brook Drive; 220769, 250 Brook Drive; 19/01468/FUL, Land East of Cottage Lane; - PL/17/0444, Land at Island Road West; and - PL/14/1789, Land North of Island Road.	N	As the Proposed Development is within the Island Road Major Opportunity Area allocation (Policy SR1). The cumulative effects arising during the construction and operation phases from these developments have been accounted for accommodated within the Local Plan and are not anticipated to be significant.
Transboundary Effects				
13.1 Is the project likely to lead to transboundary effects?	N	N/A	N/A	

4 Conclusion

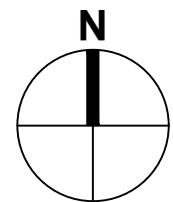
- 4.1.1 The Proposed Development could be considered to fall under Section 10(b) in the first column of Schedule 2:
- Schedule 2 Section 10(a) Industrial estate development projects. The thresholds set out in Column 2 of the table is that:
 - The area of the development exceeds 5 hectares.
- 4.1.2 At 29.65 hectares, the Site falls above the indicative criteria and the third screening threshold.
- 4.1.3 The screening assessment provided has identified that the principal environmental effects arising from the Proposed Development are localised and temporary impacts during construction. As set out in **Table 2**, none of these effects are considered to have the potential to be significant in the context of the EIA Regulations. All effects (significant or otherwise) would be minimised through careful site design, best practice construction measures and by implementing appropriate mitigation.
- 4.1.4 The Proposed Development is therefore not considered to constitute EIA development as defined by the EIA Regulations. We look forward to receiving your Screening Opinion within three weeks as prescribed in the EIA Regulations.

Appendix A Site Location Plan



1 SITE LOCATION PLAN
1:2500

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LEGEND:

- APPLICATION BOUNDARY
- OWNERSHIP BOUNDARY

B	09/10/25	Boundary updated	GZ	AC
A	08/10/25	Boundary updated	GZ	AC
-	08/10/25	First issue	GZ	AC
REV	DATE	NOTES	DRAWN	CHECKED

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PROJECT TITLE
ISLAND ROAD, READING

CLIENT
SEGRO

DOCUMENT TITLE
SITE LOCATION PLAN

SCALE	DATE	08/10/25
1:2500 @ A1	DRAWN	GZ
	CHECKED	AC

DOCUMENT NUMBER
30487-MSA-PL-200

STATUS	PLANNING	REV B
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Appendix B Ecological Technical Note (FPCR, August 2025)

Ecological Technical Note

Island Road, Reading

August 2025

This technical note has been prepared in response to a Screening Opinion Enquiry Response from Reading Borough Council issued in 2021 in reference to the proposed development off Island Road, Reading, specifically in regard to potential impacts from the development on Fobney Island Local Wildlife Site (LWS) and the Kennet Valley Biodiversity Opportunity Area (BOA). The Screening Opinion Enquiry Response issued in 2021 was based on a previous redline boundary which included a larger area within the Kennet Valley BOA. Current proposals comprise Class B8 (storage or distribution) uses, B2 (associated with a concrete batching plant) uses, associated landscaping, parking and servicing areas and improvements to the vehicular access to the Site from Island Road and the A33.

The majority of the site lies within an area allocated for commercial development within the Local Plan, with additional (un-allocated) land to the north of Island Road earmarked for potential green open space.

A small strip (0.49ha) of Fobney Island LWS and a small area (5.2ha) of the Kennet Valley BOA lie within the redline boundary to the north of Island Road. No other local sites are anticipated to be affected directly or indirectly by the proposed development.

Numerous habitat and protected species surveys have been completed on site since 2020, with update surveys currently in progress. To date, this has included surveys for breeding birds, wintering birds, badgers, dormice, bats, otter and water vole, great crested newt and reptiles.

Comments within the Screening Opinion Enquiry Response state;

'...the development could be considered to be likely to have significant effects on the environment by virtue of factors such as its nature, size and location. More specifically, this is owing to the nature of the location (in particular being adjacent to the River Kennet within the locally designated Kennet and Holy Brook Meadows Major Landscape Feature, and including parts of the locally sensitive areas including the Fobney Island Local Wildlife Site and the Kennet Valley Biodiversity Opportunity Area (BOA)) and the potential effects on, in particular, the landscape and visual environment (the adjacent landscape feature and important areas of open space), pollution (light), biodiversity (species and habitats) and land uses.'

The 0.49ha of Fobney Island LWS within the redline will be retained in its entirety and will be incorporated into a habitat buffer between the LWS and the proposed development area. Furthermore, the 5.2ha of the Kennet Valley BOA present within the site boundary will be retained as part of the proposals. This area will be used to provide a significant area of land for attenuation purposes. 'Policy EN12: Biodiversity and The Green Network' of the Reading Local Plan identifies BOAs as parcels of land 'where biodiversity improvements are likely to have the most beneficial results at a strategic scale'. BOA land within the site boundary currently has limited ecological value, consisting in the majority of heavily managed grassland, with grassland of greater diversity associated with river habitats. The envisaged attenuation proposals will focus on meeting the conservation targets for this site, as detailed by the Berkshire Local Partnership, to include large areas of habitat creation and enhancement, such that the ecological value of the land as a functioning 'green link' will be vastly enhanced in the long-term and there will be negligible impact on the wider area. Broad principles of habitat creation, enhancement and management proposed for these areas of the site are detailed below.

The proposals have the opportunity to deliver significant biodiversity benefits, which will be focused within 5.3ha of land located north of Island Road, the majority of which falls within the Kennet Valley BOA. The scheme offers the potential to maintain and substantially enhance the nature conservation value of this area in-line with current conservation priorities and to mitigate any identified adverse effects of the development on the flora and fauna of the site and its immediate environs.

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The broad principles of habitat creation in this area will be designed to complement the Fobney Island LWS and is likely to encompass areas of wetland habitat (incorporating flood attenuation ponds), woodland, scrub and species rich grassland designed to maximise biodiversity value.

Landscaping design within the site will focus upon the following targets;

- No built development within or directly adjacent to Fobney Island LWS;
- Buffering the River Kennet and Fobney Island LWS;
- Creating high quality habitats using native species to complement surrounding off-site habitat and as compensation for the loss of notable on-site habitat e.g. hedgerows;
- Creating well connected wildlife corridors and 'stepping stone' habitats to aid species dispersal; and,
- Sensitive management of existing habitats.

Key elements within remaining areas of the site boundary will include;

- Enhancement of the woodland corridor located at the south boundary, via additional native species tree planting;
- Creation of wildlife corridors at the remaining site boundaries to provide connectivity between habitats located north and south of the site; and,
- Inclusion of native species, or species known to be of value to wildlife, within areas of formal landscaping.

Whilst the above principles will significantly benefit the protected species known to be utilising the site, it is envisaged that additional targeted enhancements will also include the following;

- Artificial otter holts within existing woodland located at southern site boundary;
- Bird and bat boxes within retained and newly created habitats; and
- Foraging, basking and over-wintering habitat for reptiles, e.g. hibernacula/refugia and south facing banking.

In order to minimise any potential impacts from light pollution on adjacent habitats the lighting and layout of the proposed development will be designed to minimise light-spill onto habitats both within and adjacent to the site that are used by the local bat population foraging or commuting. This will be achieved by ensuring that the design of lighting is based upon guidelines presented in the Bat Conservation Trust '*Guidance Note GN08/23 Bats and Artificial Lighting At Night*'¹.

Therefore, the lighting scheme will include the following:

- During the construction period no lighting is present at night.
- Any upward lighting should be avoided.
- The strategic use of landscaping and planting to avoid light spill on sensitive habitats (particularly hedgerows and woodland plantations).
- The avoidance of direct lighting of existing hedgerows, trees, scrub, woodland, or proposed areas of habitat creation / landscape planting.
- Unnecessary light spill will be controlled through a combination of directional lighting, low lighting columns, hooded / shielded luminaires or strategic planting.
- Luminaires should feature peak wavelengths higher than 550nm to avoid the component of light most disturbing to bats (Stone, 2012).
- Lighting that is incorporated into the development design should be LED luminaires due to their sharp cut-off, lower intensity, good colour rendition and dimming capability. All luminaires should lack UV elements when manufactured. Metal halide, fluorescent sources should not be used.
- Where appropriate, luminaires on the site boundary will be fitted with light baffles to prevent light spill

With the implementation of the mitigation proposed above, residual effects from lighting on the local population of bats are likely to be negligible.

¹ Bat Conservation Trust (2023) Guidance Note GN08/23 Bats and Artificial Lighting At Night, Bat Conservation Trust [online] Available from: <https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting/>

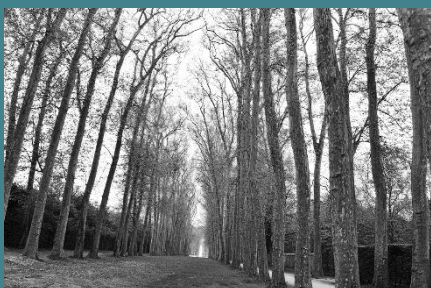
Delivery of the proposals will be undertaken following standard mitigation measures, encapsulated within a Construction and Environmental Management Plan (CEMP) or similar document, and as agreed by the LPA, to negate impacts on retained habitats, with additional specific measures employed to avoid harm to protected species which are known to be present on-site or in the vicinity. These could include, but are not limited to;

- Pollution prevention measures to reduce the risk of accidental pollution, the prevention of siltation of nearby aquatic habitats, potentially affecting water quality, and dust pollution which could affect sensitive flora;
- Protection of retained trees and hedgerows from damage and soil compaction via the maintenance of fenced Root Protection Areas (RPA's) in accordance with BS 5837:2012;
- Installation of appropriate stand-offs and protection fencing for retained grassland, watercourses, and other habitats, where appropriate;
- Best practice with regards to vegetation removal for nesting birds, reptiles and other species, (where necessary) e.g. removal of vegetation outside of the bird nesting season, passive displacement;
- Avoidance of lighting sensitive habitats during construction and a lighting plan post-development; and,
- Measures to avoid entrapment of wildlife during construction.

It is considered that through the retention of the habitats of greater value and the creation of semi-natural habitats within the Green Infrastructure, such as species-rich grassland, open water, woodland and scrub, that the ecological value of the Site can be maintained and enhanced as a consequence of the development. Therefore, any adverse effects will be mitigated within the design of the proposed development and there will be no likely significant negative effects on biodiversity, especially on Fobney Island LWS. Due to the habitat enhancements proposed on the land to the north of Island Road, it is considered that there is likely to be a positive effect on the Kennet Valley BOA.

Appendix C Preliminary Landscape & Visual Appraisal Note (FPCR, October 2025)

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PRELIMINARY LANDSCAPE & VISUAL APPRAISAL NOTE

Client

SEGRO

Project

Island Road, Reading

Date

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1.0 INTRODUCTION

- 1.1 This Preliminary Landscape and Visual Appraisal (LVA) Note has been prepared for a site at Island Road, Reading, by FPCR Environment and Design Ltd (FPCR). The purpose of this Preliminary LVA Note is to provide an initial overview and preliminary landscape and visual appraisal of the site and the proposed development. It is an initial appraisal of the site and the proposed development and further detailed appraisal work and landscape design proposals will be required in due course.
- 1.2 The Note considers any likely landscape and visual constraints and related issues through desk study and a preliminary walkover and appraisal of the site. The primary focus of this work has been to identify and appraise the landscape and visual receptors and matters relevant to the site and the proposed development; including the EIA Screening Opinion Enquiry Response from Reading Borough Council (issued in 2021); and to consider whether the proposed development is likely to result in significant landscape and visual effects.
- 1.3 FPCR is a multi-disciplinary environmental and design consultancy established over 60 years, with expertise in architecture, landscape, ecology, arboriculture, urban design, masterplanning and environmental impact assessment. The practice is a member of the Landscape Institute and Institute of Environmental Management and Assessment and is frequently called upon to provide expert evidence on landscape and visual issues at Public and Local Plan Inquiries.

Site

- 1.4 The site comprises land at Island Road Reading and is predominantly a former landfill site. Reading Recycling Centre lies immediately adjoining the north east portion of the site, with sewage works also to the east, beyond a Public Right of Way (PROW) that lies outside but alongside the eastern side of the site. A belt of generally tall mature trees lies along the southern site boundary with a residential area beyond. The residential area includes a number of taller residential blocks.
- 1.5 A rail line lies along the western side of the site with areas of wetlands. Grassland and other mixed habitats beyond. Immediately to the north of the site also areas of mixed habitats are also present alongside and around the River Kennet and Holy Brook beyond. Beyond these surroundings, the wider context is dominated by built development, as part of Reading.
- 1.6 The site thus occupies a position within the south western part of the wider settlement area, with existing development adjoining to the east and south and with wider areas of landscape and open space extending to the west and south west.
- 1.7 The land lies within the borough of Reading.

Proposed Development

- 1.8 The proposed development comprises up to 102,500 sqm of B8 storage/distribution development and 7,500 sqm of B2 use (associated with a concrete batching plant), together with associated access, sustainable drainage and landscape and habitat proposals.

Limitations

- 1.9 At this stage, this LVA Note provides an initial brief yet sufficiently researched and proportionate landscape and visual appraisal of the likely implications and effects of the proposed development on the site and the wider landscape.

Approach

- 1.10 The Note has been prepared drawing upon the guidance contained within the '*Guidelines for Landscape and Visual Impact Assessment*' (GLVIA3) (2013), as published by the Landscape Institute and Institute of Environmental Management and Assessment.

2.0 BASELINE CONDITIONS

- 2.1 The following provides an initial baseline review covering those matters deemed most relevant in landscape and visual terms.

Published Landscape Character Assessments

National

- 2.2 The site lies within National Character Area (NCA) 115 'Thames Valley'. This extensive landscape tract stretches from the edges of inner London in the east and east of the M25 to west of Reading and north to Watford. It is dominated by the River Thames valley and despite its generally urban character it does also include areas of greater environmental and landscape importance. It is relevant to the very broad landscape context of Reading.

Borough – Reading

- 2.3 A current published landscape character assessment for Reading has not been sourced at this stage. A Tall Building Strategy document (2008) (by Reading Borough Council) has been reviewed yet the focus of this relatively dated study is of limited relevance to the site and its immediate context and the nature of the proposed development.

Site and Immediate Context – Landscape Character and Features

- 2.4 A preliminary site based appraisal has been undertaken and the baseline position in terms of landscape character and features is summarised below. The accompanying viewpoints included as part of the subsequent visual baseline are also relevant to the description below.
- 2.5 The site comprises principally a former landfill site with some other limited adjoining / undeveloped areas. The landfill part of the site comprises principally open grassland across a raised rolling landform feature, formed as part of the restored use of the site. A small number of hedgerows subdivide the grassland into a small number of field parcels. To the west and north (beyond Island Road (a gated off access road/ track at this point within the northern part of the site)) of this landform feature are relatively lower lying and flatter areas within the site, comprising further grassland and some existing tree, hedgerow and other planting.
- 2.6 A belt of relatively tall mature trees extend along the southern site boundary and to the east, the site is clearly bound by the existing recycling centre and a combination of further planting, a Public Right of Way (PROW) and a sewage works beyond. To the west and north, the site is bound by existing habitats and open grassland, with a rail line relatively close to the west (with Reading Green Park station situated relatively close to the south west of the site) and the River Kennet relatively close to the north.
- 2.7 The character of the site and its immediate context is relatively varied with a mix of built development uses and more open landscape areas. The site itself is dominated by the restored landfill and associated grassland and relatively limited hedgerows and other planting. The existing tree belt lining the southern boundary of the site provides some visual filtering and screening to the residential development, immediately beyond to the south. A stronger landscape and planted character exists for the landscape to the north and west of the site, associated with the River Kennet corridor and area of wetlands. Whilst there are less built development uses and influences within these mature and relatively enclosed landscape areas, rail corridors and powerlines are evident as is built development in the wider context.

- 2.8 To the north and west of the site, this landscape comprises a mix of habitats and includes an area of water bodies and wetlands to the west of the rail line and the River Kennet to the north.
- 2.9 A number of Public Rights of Way (PROW) lie outside the site and provide access across parts of the surrounding landscape. These include a recognised footpath/ cycleway route along the River Kennet (southern bank/ towpath) and connecting routes that generally lead north – south from the river corridor into the built up area. This includes a PROW (footpath) running along but outside the eastern site boundary.

Visual

- 2.10 The baseline analysis has considered the general nature and extent of views within and surrounding the site and the likely extent of views towards the proposed development.
- 2.11 The site is relatively visually enclosed and contained within its wider landscape and settlement context by a combination of mature trees and other planting and other existing built development and features.
- 2.12 The photo viewpoints below are taken from around the site and include brief descriptions on the nature of these views.



Typical filtered and restricted view southwards in the general direction of the site from the River Kennet riverside/ towpath. Any built development would be sit beyond the trees in the middle distance and below the tree line.



View south eastwards from the River Kennet riverside/ towpath in the general direction of the site. The existing intervening trees and habitats will provide an effective visual screen/ filter to views towards the proposed development.



View eastwards towards the site from a PROW (footpath) to the west of the site. The existing restored landfill (the site) is visible in the mid distance beyond the power lines and rail line.



This view is taken from the Kirtons Farm Rd overbridge of the rail line to the south west of the site. The site lies beyond the residential blocks towards the right of this view.



Taken from within the residential area (west of 'South Lake') to the south and looking in the general direction of the site, the existing restored landfill is visible beyond the existing development and trees lining the southern site boundary.



Existing tall mature trees and planting lining the southern site boundary limit and filter views from the existing residential area towards the site.



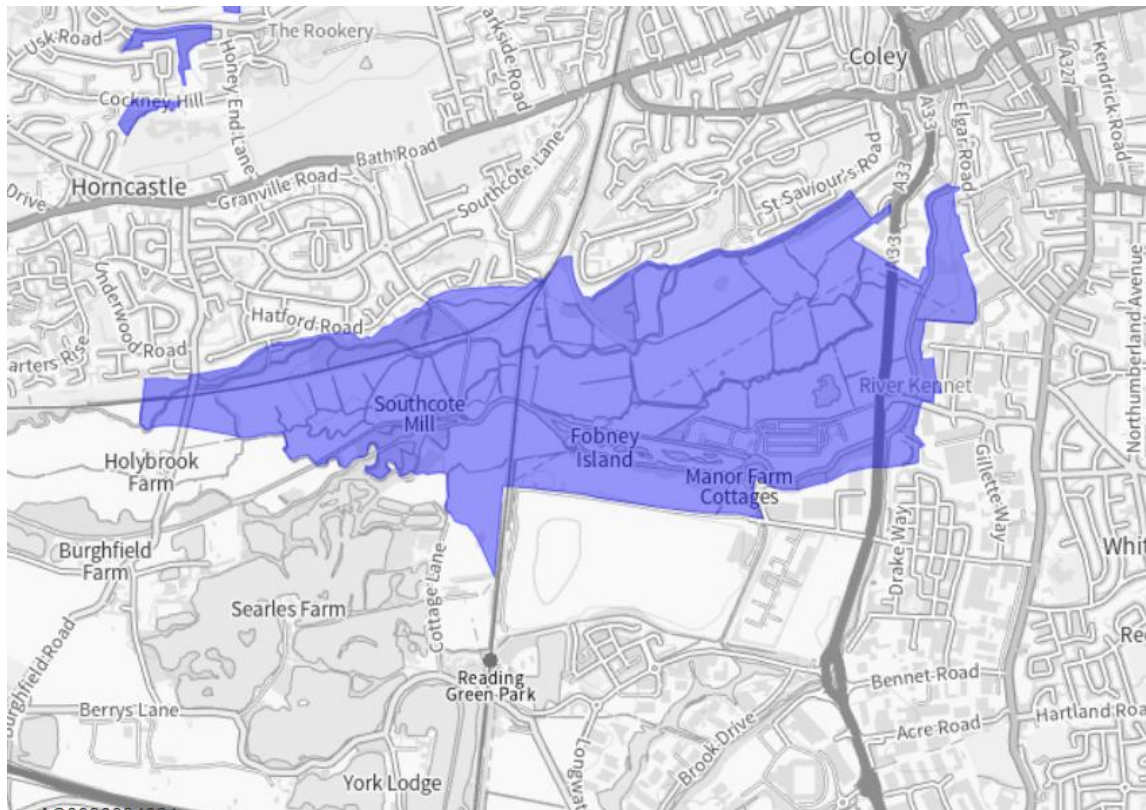
Relatively enclosed view north along the PROW (footpath) on the eastern edge of the site. Views out from this PROW are very limited with no distant views across the site (situated beyond the fence line in the foreground)



View from the eastern side of the site looking westwards across the restored landfill. The relatively 'domed' nature of the restored landform limits any more distant views to areas and features beyond the site to the west.

Landscape Designations and Policies

- 2.13 The site and its immediate context is not subject to any landscape designations at a national or more localised scale eg National Park, National Landscape or Special Landscape Area etc.
- 2.14 However, the northern part of the site does include a very small area of land within an area identified as a '*Major Landscape Feature*' (Policy EN13) for a drainage connection to a water course, in the Adopted Reading Local Plan (Nov 2019). This particular '*Major Landscape Feature*' is '*The Kennet and Holy Brook Meadows*'.



Extract of the Local Plan Proposals Plan (online) showing the extent of the 'Major Landscape Feature' (Policy EN13), in the context of the site.

- 2.15 This landscape policy area encompasses much of the riverside meadows that exist to the north of the site and also a narrow section that lies within the northern part of the site boundary. The site, however, lies outside and to the south of this landscape policy area (with the exception of a small area for a drainage connection to a watercourse). Notably and as considered in the Appraisal section below, no built development would be proposed within the policy area.
- 2.16 Policy EN13 states;
- 'Planning permission will not be granted for any development that would detract from the character or appearance of a Major Landscape Feature.'*
- 2.17 The site also lies within Policy SR1 (Island Road Major Opportunity Area). This policy identifies the site as a major development opportunity and advises that future development will (amongst other matters);
- 'i. Locate the noisiest elements of the development away from any existing or planned residential, and include an adequate landscaped buffer to residential to ensure that there are no significant adverse effects through noise and disturbance;*
- ii. Through sensitive design, layout and landscaping, ensure that development does not detract from the character and appearance of the Kennet Meadows major landscape feature.....'*
- 2.18 These relevant matters have been suitably considered and addressed to date and this would continue as the proposed development is progressed.

3.0 PRELIMINARY APPRAISAL AND LIKELY EFFECTS

- 3.1 The following preliminary appraisal considers future employment development on the site. It is based upon the emerging and draft development proposals detailed on the Illustrative Site Layout Plans (Ref 30487-FE-077A and 30487-FE-081). The Illustrative Site Layout Plans show potential alternative arrangements for either a single or multiple Units on the site. They also show different potential maximum building heights. For the purposes of considering likely landscape and visual matters and effects, the single Unit layout, to a maximum building height of 25 metres is considered likely to give rise to the greater landscape and visual effects and has thus been considered as the 'worst case' scenario for the purposes of this Preliminary Appraisal.
- 3.2 The proposed development will occupy a relatively well contained and defined landscape setting, with established development to the east and south and the River Kennet landscape corridor and mature planting and habitats to the north and west. The site landscape comprises predominantly open grassland with some hedgerows as part of its restoration from its former landfill use. A tall mature tree belt extends along the southern site perimeter.
- 3.3 Proposed development on the site will likely extend the existing built development uses and influences a relatively modest distance to the west and north of existing developed areas and facilities. This is likely to result in a relatively localised effect in landscape character terms and no notable or extensive direct effects upon any landscape elements of particular note or sensitivity. Direct impact and loss of existing trees and hedgerows is anticipated to be relatively limited yet further consideration and analysis of the emerging proposals will be undertaken to minimise existing tree and hedgerow losses as far as practicable.
- 3.4 It is envisaged that there will be an overall increase in the extent of native tree and shrub planting across the site with broad corridors of planting and habitats extending around the proposed built development area to the north and west and further planting also included to the south to reinforce the existing mature trees to this boundary.
- 3.5 The proposed development is likely to result in some indirect and relatively localised effect upon the immediately adjoining landscape of *The Kennet and Holy Brook Meadows Major Landscape Feature*. The mature trees and planting that lie within this established landscape area, close to the north of the site will be relatively effective in visually screening and filtering much of the proposed development from within this landscape and the River Kennet to the north. At this Preliminary Appraisal stage, it is anticipated that there is unlikely to be significant overall landscape effect arising from the proposed development upon this 'Major Landscape Feature' policy area (EN13) or upon wider landscape character.
- 3.6 In visual terms, potential views towards the proposed development from within the 'Major Landscape Feature' area and the riverside path and other Public Rights of Way (PROW) to the north and north west will be possible yet will generally be filtered and restricted, with the proposals largely screened from the majority of this landscape and the associated footpaths. Where views towards the proposed development are possible, it will generally be limited to the higher parts of the proposed building(s), with the lower and more active surrounds to the buildings effectively screened from view by existing intervening planting.
- 3.7 Views towards the proposed development will also be possible to varying extents from the existing residential area to the south of the site. The generally tall mature tree belt extending

across the southern perimeter of the site provides a good 'buffer' to this existing residential development beyond. This tree belt will be effective in screening and filtering views towards the proposed development from the closest two and three storey dwellings to the south, albeit that there will be largely filtered or restricted views beyond the existing trees, most noticeably in winter.

- 3.8 A small number of taller residential blocks lie to the south west of the site close to the Green Park Train Station. From the mid and higher floors and those with views north eastwards in the direction of the site, the proposed development will be visible beyond the existing tree belt. Within these views the proposed development is likely to be seen in the foreground of generally more varied and expansive views northwards and north eastwards across Reading; with other existing development and taller buildings evident within the urban area beyond. Proposed trees and planting on the western edge of the site will provide some longer term visual filtering and screening towards the lower parts of the proposed development from these taller residential blocks.
- 3.9 Other views towards the proposed development are likely to be relatively limited and/ or distant. Any potential views from a small number of properties at Island Road (including Manor Cottages) to the north east of the site are likely to be limited and/or restricted by intervening trees and planting. From PROW (footpaths) on the eastern edge of the site and to the west (beyond the rail line), views are also likely to be relatively limited and/ or restricted. From these positions, it is likely to be predominantly the mid to higher parts of the proposed building(s) that are seen beyond intervening planting and features.
- 3.10 Any other distant views, including from within or beyond the Kennet and Holy Brook Meadows to the north and north west, are also likely to comprise relatively restricted views towards the mid and higher parts of the proposed building(s).
- 3.11 At this Preliminary Appraisal stage, it is anticipated that the proposed development is unlikely to result in an overall significant visual effect, despite the potential for some notable visual change and effects upon a number of nearby visual receptors.

4.0 CONCLUSIONS

- 4.1 This Preliminary Landscape and Visual Appraisal has been undertaken to consider and appraise the likely nature and extent of landscape and visual effects arising from proposed development on the site. It is not a full or detailed appraisal at this stage yet has been sufficiently informed by desk based and field survey and assessment work. A full Landscape and Visual Impact Assessment will support the future planning application.
- 4.2 The site occupies a restored former landfill site, set within a varied landscape (or 'townscape') setting, with a combination of built development or landscape areas to its immediate surrounds. The landscape to the north and west is relatively more sensitive and includes the River Kennet and a mix of associated habitats, including mature woodland and trees and wetlands. This landscape is also recognised as a '*Major Landscape Feature*' in local plan policy terms (policy EN13). The site does extend into a very small part of this defined policy area for the purposes of a drainage connection to a watercourse and no built development is proposed within this part of the site.
- 4.3 The site and its immediate context is not subject to any other landscape designations (beyond local plan policy EN13). The relatively well contained nature of the site and limited presence of landscape features or planting of note within its boundaries; combined with its former and current uses and the generally varied character of its immediate context indicate that the site has the capacity, in landscape and visual terms, to accommodate future development.
- 4.4 The emerging proposals (as detailed on the Illustrative Site Layout Plans (30486-FE-077A and 30486-FE-081)) have been appraised in terms of likely landscape and visual effects. At this Preliminary Appraisal stage, it is anticipated that the proposed development will result in some principally localised landscape and visual effects yet is unlikely to result in an overall or wider significant landscape or visual effect.
- 4.5 Further details should be confirmed in due course for the landscape and biodiversity proposals and associated management works and for the design approach and treatment of the buildings.