

Kings Meadow View, Reading

Health Impact Assessment

On behalf of **Abrdn**

Project Ref: 332110588 | FINAL | Date: October 2025

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1 Introduction

1.1 Background

- 1.1.1 This Health Impact Assessment (HIA) has been prepared by Stantec UK Limited (Stantec) on behalf of Abdn (the Applicant). Health impacts are examined using the Healthy Urban Development Unit (HUDU) Health Impact Assessment (HIA) tool¹.
- 1.1.2 The Local Planning Authority is Reading Borough Council (RBC).
- 1.1.3 An initial planning application (ref. 230822) was submitted on 8 June 2023 and validated on 14 September 2023. Consultation feedback for the application was received and included requests for conditions and amendments to the application.
- 1.1.4 Following several meetings with the case officer and consultation with Reading Borough Council (RBC), the project team undertook a design review which led to several key changes:
- **Reduced building heights:** Building heights along the north boundary that faces King's Meadow were lowered from 6–12 storeys to 5–11 storeys, addressing RBC's concerns about tall buildings.
 - **Improved height variation:** The design now steps down between the top of the blocks along the south side of the Site and Forbury Road, with blocks opposite the former jail reduced to 5 and 7 storeys. Taller elements are also now concentrated in central blocks, rather than along the entirety of the rear of the site.
 - **Reduction of block footprints, reorientation of spaces, and enhanced sense of enclosure:** Block footprints were reduced and reoriented to create two clearly defined public spaces, one within the central group of blocks and another in the eastern group. Link blocks were added to the north of the central and eastern groups of blocks to improve the sense of enclosure of both of the public spaces. The east–west route through the site has also been enhanced. Additionally, a chamfered corner on East Block 3 enhances space and wayfinding, while a southwest chamfer provides sufficient space for the proposed access road from Kenavon Drive.
 - **Reduction of basement car park and removal of podium for improved integration:** To address viability concerns raised by RBC, the basement area has been reduced by approximately one-third through the removal of the basement area beneath the eastern group of blocks.
 - **Reduction in commercial floorspace:** The previous scheme proposed a ground level Class E floorspace within a single large unit at the western block as well as Class E floorspace at ground level throughout the Site. In response to RBC feedback, the revised proposals retain the single large unit at the western block alongside customer parking, and propose a reduced quantum of small unit Class E floorspace all located within the eastern group of blocks.
- 1.1.5 On 3 November 2025, Reading Borough Council formally confirmed that Outline Planning Application reference PL/23/0822 had been disposed of. In order to build upon the progress made in relation to the previous application and engagement with the Local Planning Authority this application is submitted as a new Outline Planning Application.

¹ [HUDU Rapid HIA Tool October 2019 \(healthyrurbandevelopment.nhs.uk\)](https://www.healthyrurbandevelopment.nhs.uk)

- 1.1.6 The proposed amendments within this new Application remain broadly within the scope of the previous scheme's description of development, and again seeks all matters reserved, save for highway access
- 1.1.7 This HIA seeks to identify the potential beneficial and adverse effects of the updated Proposed Development on the wider determinants of human health and demonstrate how the Proposed Development will enhance beneficial effects through its design and delivery, in a manner proportionate to the size and characteristics of the Proposed Development.

1.2 Report Structure

- 1.2.1 The HIA is structured as follows:
- Section 2: Proposed Development and Site Context – description of the Site and development;
 - Section 3: HIA Approach and Methodology – outline of assessment methodology;
 - Section 4: Policy Context – summary of relevant planning policy;
 - Section 5: Baseline -Local Health Characteristics – description of baseline health conditions;
 - Section 6: Health Assessment – assessment of health impacts in relation to the Proposed Development; and
 - Section 7: Summary and Conclusions – overview of the assessment recommendations and concluding remarks.

1.3 Other Documents

- 1.3.1 Other reports and statements have been prepared to support the planning application, which relate to impacts on the wider determinant of health, including technical assessments on air quality, contamination, and transport. This report cross-references those documents as they provide greater detail on the assessment of impacts, clarification on the Proposed Development and proposed mitigation. Documents referred to include:
- Design Codes; (Squires and Partners, 2025);
 - Design and Access Statement (Squires and Partners, 2025);
 - Ecological Assessment Report (Stantec, 2025);
 - Transport Assessment (Stantec, 2025);
 - Statement of Community Involvement;²
 - Energy and Sustainability Statement (Method Consulting, 2025);³
 - Chapter 7: Socio-economics (Stantec, 2025);

² Abrdn (2023). Kings Meadow View Statement of Community Involvement.

³ Method Consulting (2025). Forbury Retail Park Energy and Sustainability Statement for Aberdeen Investments.

- Chapter 8: Noise and Vibration (Sandy Brown, 2025);
- Chapter 9: Air Quality (Stantec, 2025);

2 Proposed Development and Site Context

2.1 The Proposed Development

2.1.1 The description of development is as follows:

“Outline application with all matters reserved with the exception of access, for site redevelopment involving the demolition of all existing structures & a residential-led mixed use proposal for up to 700 residential units (Class C3) & up to 3,000 sqm (GEA) of commercial uses (Class E), together with various associated works including replacement pedestrian and vehicle access routes, open spaces, hard & soft landscaping & sewer works, partial basement excavation, up to 130 basement level car parking spaces, up to 53 separate car parking spaces for Class E uses, up to 600 cycle parking spaces & servicing facilities. This application is accompanied by an Environmental Statement”

2.1.2 Buildings within the Proposed Development will range in height from 5 to 11 storeys. The taller elements of the development will be concentrated within the development's central blocks. Along the southern edge of the site, fronting Forbury Road and directly opposite the former jail, buildings will have stepped building heights of 5 storeys and 7 storeys, while the eastern group of blocks will include three buildings at 9 storeys.

2.1.3 The design establishes two clearly defined public spaces: one at the core of the central block group, and another within the centre of the eastern block group. These spaces are supported by the inclusion of link blocks positioned to the north of both block groups.

2.1.4 The south eastern most block (East Block 3) incorporates a chamfered corner, providing a more generous public space, also assisting with wayfinding and experience along the east west route. The south west chamfer also allows for sufficient space for the proposed access road from Kenavon Drive.

2.1.5 The Proposed Development will include landscaping, some of which will be within the public realm at street level. The development will include Sustainable Urban Drainage Systems (SuDS), and steps will be taken to enhance the biodiversity and ecological value of the Site.

2.1.6 The Proposed Development will include the diversion of the Thames Water trunk sewer. The sewer will be relocated along Kenavon Drive and will run parallel to the perimeter of the southern, eastern, and northern site boundaries.

2.2 The Site

2.2.1 The Site is located in Reading, immediately east of the town centre, and is bound to the north by the railway lines serving the Reading Station.

2.2.2 The Site itself currently comprises part of the Forbury Retail Park (located at grid reference SU720737).

2.2.3 To the east, the site adjoins the remaining part of Forbury Retail Park (under separate ownership), which includes a large area of surface car parking, a McDonald's, and large retail units occupied by Decathlon, Argos, and Hobbycraft. This section will remain after construction of the Proposed Development,

2.2.4 To the west of the Site are three, large floor plate office buildings known as No 1, 2 and 3 Forbury Place, accommodating 41,209 sqm across 8 storeys. These accommodate major employers such as KPMG, SSE, PWC, Osborne Clarke and IQVIA.

- 2.2.5 To the north east, approximately 200m from the site is a residential development comprising six buildings between 9-4 storey buildings, located between Kings Meadow and the railway lines. Beyond this site to the east is a large Tesco 'Extra' store, that is served by a large area of surface level car parking.
- 2.2.6 To the south and to the west of the Site is Forbury Road (A329), and to the east is Kenavon Drive. Located to the south of the Site is St James Church and the former HM Prison, and further beyond this lies the medieval Abbey Ruins.
- 2.2.7 Across Kenavon Drive to the south east is Huntley Wharf, on the site of the former Huntley and Palmers biscuit factory, which is a joint Berkeley/L&Q development of 765 homes.
- 2.2.8 The Site itself currently comprises part of the Forbury Retail Park and extends to 26,230 sqm. This part of the retail park comprises a terrace of retail warehouse units. The retailers include; Home Sense, dfs and SCS. There is also a standalone KFC drive through unit on the south part of the Site. The remainder of the Site comprises a large area of surface level car parking facing Forbury Road and Kenavon Drive.
- 2.2.9 The primary access to the site is located on the western end of the southern boundary, via Forbury Road. This access provides pedestrian entry, customer vehicle ingress and egress, and service vehicle egress. A secondary access point is situated on the eastern side of the southern boundary, from Kenavon Drive. This access point provides ingress only for both customer and service vehicles.
- 2.2.10 Forbury Retail Park is served by the number 42 bus, which provides access to Reading Town Centre and Reading station, as well as serving the homes to the east of the Site. In relation to pedestrian and cycle routes, the Site is served by the existing routes along Forbury Road providing access to Reading Town Centre, with Reading Station being a 7 minute walk from the Site. Therefore, the Site is in an accessible sustainable location.
- 2.2.11 A Site Location Plan is provided in **Appendix A**.

2.3 Site Description and Environmental Context

- 2.3.1 The existing Site is approximately 2.65 hectares (ha) in area and generally level at 43.5 m above ordnance datum (AOD). The majority of the Site comprises buildings and hardstanding. Around the Site entrance and car park there are some landscaped areas including semi-mature trees and mown grassland. The Site comprises retail stores including Home Sense and Furniture Village and the fast-food chain KFC. On the Site there is a surface car park with 290 spaces. None of the existing on-site buildings are listed. There are pedestrian and cycle ways within the Site.
- 2.3.2 A Thames Water trunk sewer crosses the Site, entering it from the south until the approximate centre of the Site before splitting east and west and crossing the Site laterally. The pipeline is 1400 mm in diameter at its smallest point.
- 2.3.3 The Site is not located within a landscape planning designation, Green Belt or Conservation Area. The closest statutorily designated area is Lodgewood and Sandford Mill Site of Special Scientific Interest (SSSI) which is located approximately 6 km east although it does not fall within any SSSI Impact Risk Zone relating to this designated site. The habitat consists of semi-mature trees and mown grassland, which are not ideal conditions for notable species. Species present may include a variety of bird species including Lapwings and potentially some species of bats. However, the Site mainly comprises buildings therefore the suitability to support birds and bats is likely to be low or negligible.

- 2.3.4 The Scheduled Monument of 'Reading Abbey: a Cluniac and Benedictine monastery and Civil War earthwork' is located to the south west of the Site in the Forbury Gardens area. There are a number of listed buildings surrounding the Site including Reading Gaol, formerly Her Majesty's Prison (Grade II), Reading Abbey Ruins (Grade I), The Plummery Wall (Grade II), St James's Presbytery (Grade II), 10 Abbot's Walk (Grade II) and the archway connecting Forbury Gardens to Abbey Ruins (Grade II*).
- 2.3.5 The Site is approximately 160 m from apartments on Lucina View and Napier Road. There are houses located along Kennet Walk and Robert Parker Road approximately 350m away. There are flats along Kings Road and cottages along Forbury Road approximately 260 m from the Site.
- 2.3.6 Reading Station is approximately 475 m from the western Site boundary. Multiple bus stops are located within close proximity to the Site, providing links to places such as Reading Town Centre, Wokingham Town Centre, and High Wycombe.
- 2.3.7 An Air Quality Management Area (AQMA) has been declared by RBC for an area covering all the major arterial roads in and out of the town as well as the central area. The AQMA encompasses the Site.
- 2.3.8 The main noise sources at the Site are vehicular movements on the surrounding road network (Forbury Road and Kenavon Drive), and train movements on the Great Western main line adjacent to the Site. The primary source of vibration at the Site is from the movements of trains on the Great Western main line.
- 2.3.9 The natural ground conditions on Site are expected to comprise White Chalk, overlain by River Terrace Deposits. However, historical borehole records held by the British Geological Survey (BGS) archive indicate the River Terrace Deposits are generally absent from the area of the Site. In addition, Made Ground associated with the previous and current development of the Site is expected to be present overlying the natural strata. The area also falls within an Area of Archaeological Potential under RBC policy.
- 2.3.10 The Site lies within Flood Zone 1 (Low Risk). Flood Zone 1 is defined as land which has less than 1 in 1000 annual probability of sea or river flooding.

3 HIA Approach and Methodology

3.1.1 This section sets out the approach of this HIA, including the requirement for a HIA, how health is defined for the purposes of the HIA, and the methodology.

3.2 Approach

3.2.1 The objectives of HIA are as follows:

- To identify the potential positive and negative health impacts associated with the construction and operation of the development;
- To identify opportunities for improving health and promoting health equality; and
- To identify opportunities to mitigate negative impacts on health and reduce health inequalities.

3.2.2 The HIA follows the methodology developed by the NHS London Healthy Urban Development Unit (HUDU). All 12 categories identified within this framework have been utilised for this assessment, which include:

- Housing Design & Affordability
- Access to Health and Social Care Services
- Access to Open Space and Nature
- Air Quality, Noise and Neighbourhood Amenity
- Accessibility and Active Travel
- Crime Reduction and Community Safety
- Access to Healthy Food
- Access to Work and Training
- Social Cohesion and Inclusive Design
- Minimising the Use of Resources
- Climate Change

3.2.3 This HIA report details a prospective, rapid review of baseline health conditions undertaken to inform the HIA. The assessment methodology used follows the HUDU HIA tool matrix (2019).

3.3 Defining Health and Health Determinants

3.3.1 The established definition of health from the World Health Organization (WHO) is that “*Health is a state of complete physical, social and mental wellbeing and not simply the absence of disease or infirmity.*”⁴ This assessment uses the WHO definition of health, recognising that a

⁴ World Health Organisation (1946, entered 1948) Preamble to the Constitution of the World Health Organization as adopted by the International Health Conference, New York.

broader understanding of health and wellbeing, as well as illness and disease (mortality and morbidity), is useful.

- 3.3.2 This definition of health reflects the understanding that an individual's inherited traits interact with lifestyle, community, environmental, social, and economic factors as well as a much wider range of issues to determine their health outcomes, as shown in **Figure 2.1**. Some impacts may be direct, obvious, or intentional and others indirect, difficult to identify and unintentional. The purpose of the HIA is to anticipate and mitigate for these effects.



Figure 2.1: The Health Map - determinants of health and wellbeing (Barton and Grant, 2006 - adapted from Dahlgren and Whitehead, 1991)

3.4 Baseline Assessment Methodology

Study Area

- 3.4.1 Health impacts arise from many different determinants of health and distribution of effects varies by determinant. Furthermore, data is not always available at the same scale, all of which necessitates a range of study areas to be considered in HIA for baseline data collection and analysis.
- 3.4.2 A local study area (LSA) has been determined to assess the general population and health baseline for the Proposed Development. The LSA is comprised of four middle layer super output areas (MSOAs) that encompass the Proposed Development Site and surrounding area.
- 3.4.3 Borough (Reading), regional (South East) and national (England) level data are used as comparators to contextualise LSA data.

- 3.4.4 The methodology used in this HIA has been selected to be proportionate to the scale and nature of the Proposed Development.
- 3.4.5 Where relevant to specific determinants other study areas within the baseline assessment include:
- **Local Study Area (LSA):** Comprised of four MSOAs located within proximity to the Site. These are MSOA's: E02003392, E02003398, E02006939, and E02006940.
 - **Housing Market Study Area:** The Housing Market Study Area adopted for this assessment corresponds with the Western Berkshire HMA (covering Bracknell Forest, Wokingham Borough, Reading Borough, and West Berkshire) as identified within the Berkshire (with South Bucks) Strategic Housing Market Assessment (SHMA, 2016).⁵
 - **Healthcare Study Area:** GP Surgeries within the NHS Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board and within the patient catchment area of the Proposed Development site. For this assessment, postcode RG13 HS has been used to identify relevant primary healthcare facilities.
 - **Recreation and Public Access Study Area:** This is defined as the Site and surrounding area within 1km including access to Forbury Gardens, Reading Station, and the Kennet & Avon Canal.

3.5 Consultation

- 3.5.1 The HIA has been informed by consultation undertaken as part of the Scoping Report submission and Formal Scoping Opinion with regards to the Proposed Development. The Statement of Community Involvement (May 2023) has been reviewed for assessment purposes. No further direct consultation has been taken regarding health.

⁵ GL Hearn (2016). Berkshire (Including South Bucks) Strategic Housing Market Assessment.

4 Policy Context

4.1 Introduction

- 4.1.1 The Proposed Development is situated within the administrative boundary of Reading Borough Council. Policy relevant to this area is set out below.

4.2 National Legislation and Planning Policy

Health and Social Care Act

- 4.2.1 The Health and Social Care Act (2012)⁶ introduced a duty upon local authorities to “take such steps as it considers appropriate for improving the health of the people in its area”. This can include requiring a Health Impact Assessment (HIA) for policies, plans and projects.
- 4.2.2 The Health and Social Care Act (2022)⁷ came into force on July 1st, 2022, and repeals some sections of the 2012 Act. However, the principles to improve health and social outcomes at a local level remain consistent.

Care Act

- 4.2.3 The Care Act (2014)⁸ introduced a duty upon local authorities to provide or arrange services that prevent people from developing care and support needs or delay the progression of conditions such that people would need ongoing care and support. Local authorities should provide or arrange services that would help reduce needs and provide people with the means to recover.

National Planning Policy Framework (NPPF)

- 4.2.4 The National Planning Policy Framework (NPPF)⁹ which was revised in December 2024 (with minor amendments in February 2025) identifies the key principles in relation to health that local planning authorities should consider. In particular, Chapter 8 ‘Promoting healthy and safe communities’ states that decisions should aim to achieve the following key features to a healthy and safe community, these include:
- a. *“Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
 - b. *Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear, and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and*

⁶ Department for Health, HM Government (2012). Health and Social Care Act. Available: [Health and Social Care Act 2012 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2012/36/contents)

⁷ Department for Health, HM Government (2022). Health and Social Care Act. Available: [Health and Care Act 2022 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2022/26/contents)

⁸ UK Government (2014) [Care Act 2014](https://www.legislation.gov.uk/ukpga/2014/9/contents).

⁹ UK Government (Dec 2024) [National Planning Policy Framework](https://www.legislation.gov.uk/ukpga/2024/14/contents)

- c. Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling”*

National Planning Practice Guidance¹⁰

- 4.2.5 The National Planning Practice Guidance (PPG, live document) supports the NPPF health and wellbeing objectives. It states that health, wellbeing, and health infrastructure should be considered in plan making and decision making, recognising the causal relationship between health and wellbeing and the built and natural environment.

4.3 Local Planning Policy and Guidance

The Reading Borough Local Plan

- 4.3.1 The Reading Borough Local Plan was adopted in November 2019¹¹. It sets out the planning policies for development in Reading up to 2036 and is a material planning consideration when determining planning applications. The objectives of relevance to the Proposed Development include those relating to making efficient use of the limited land supply in Reading, particularly using previously developed land to create more homes. In addition, the Local Plan's objectives seek to improve the quality of life for residents by enhancing accessibility to facilities and green space and ensuring that new developments are erected in a sustainable manner.
- 4.3.2 A review of the Local Plan was completed in March 2023, concluding that a partial update was necessary. The Reading Borough Local Plan Submission Draft Partial Update¹² was formally submitted to the Secretary of State on 9 May 2025. This submission initiates the public examination process, which will be led by an independent Inspector. The proposed amendments to the plan will not have legal effect until the plan is formally adopted, however, revised requirements will require consideration in line with Paragraph 49 of the NPPF.
- 4.3.3 The policies of relevance to the Proposed Development in the Reading Borough Local Plan include:
- CC1: Presumption in favour of sustainable development;
 - CC2: Sustainable design and construction;
 - CC7: Design and the public realm;
 - CR2: Design in Central Reading;
 - CR13b: Forbury Retail Park;
 - RI5: Impact of main town centre uses.
- 4.3.4 **Policy CR13b: Forbury Retail Park** specifically relates to the Proposed Development site. Amendments to this policy are currently undergoing public examination. Although the revised policy wording has not yet been formally adopted, it can be treated as a material consideration

¹⁰ Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government (2016). Planning Practice Guidance.

¹¹ Reading Borough Council (2019). Reading Borough Local Plan.

¹² Reading Borough Local Plan Submission Draft Partial Update (2015) [Local Plan Partial Update Submission Draft May 2025](#)

and may be taken into account when determining a planning application. The proposed changes are set out below, with deletions shown as strikethrough and additions underlined.

“This site would be the focus of the new residential community, and alongside residential, additional retail, leisure and community uses at a scale to serve the Kenavon Drive area would be appropriate. It should include a new area of open space ~~and enhance the frontage to the canal, including a buffer zone to the top of the canal bank to reflect its wildlife significance.~~ Implementing this policy may involve complete redevelopment or using new additional development to improve the existing urban form of the area. Some parts of the Site are likely to be implemented in the long term.

Site size: ~~6.99 ha~~ 3.98 ha

Indicative potential: ~~1,230–1,840~~ 870–1,300 dwellings, no net gain of retail.”

4.3.5 The site allocation area within the policy has been reduced from 6.99 hectares to 3.98 hectares, and the indicative housing capacity has been revised accordingly from 1,230–1,840 dwellings to 870–1,300 dwellings. There is no net gain in retail provision. This update reflects an increase in residential density across the site. Based on a proportional (pro rata) distribution of this density, the Forbury Retail Park site, subject to this application, has an indicative capacity of approximately 644 to 962 dwellings.

4.3.6 The assessment has also been informed by:

- The Housing Strategy for Reading (2020-2025).¹³
- Reading Council Plan 2025-26¹⁴
- The Berkshire (including South Bucks) Strategic Housing Market Assessment (2016).¹⁵
- Berkshire Functional Economic Market Area Study (2016).¹⁶

4.4 Health Policy and Guidance

Berkshire West Health and Wellbeing Strategy (HWBS) 2021 – 2030¹⁷

4.4.1 The Berkshire HWBS brings together Reading, West Berkshire and Wokingham’s Health and Wellbeing Boards (HWBs) in shared work to improve the health and wellbeing of their residents. Its five priority areas are the following:

- Priority 1: Reduce the differences in health between different groups of people;
- Priority 2: Support individuals at high risk of bad health outcomes to live healthy lives;
- Priority 3: Help families and children in early years;
- Priority 4: Promote good mental health and wellbeing for all children and young people;

¹³ Reading Borough Council (2020). Housing Strategy for Reading 2020- 2025.

¹⁴ Reading Borough Council (2025). Reading Council Plan 2025-2028

¹⁵ West Berkshire Council (2016). The Berkshire (including South Bucks) Strategic Housing Market Assessment.

¹⁶ Nathaniel Lichfield & Partners (2016). The Berkshire (including South Bucks) Strategic Housing Market Assessment.

¹⁷ Reading Borough Council (2022). Berkshire West Health and Wellbeing Strategy (HWBS) 2021 – 2030.

- Priority 5: Promote good mental health and wellbeing for all adults.

5 Baseline – Local Health Characteristics

5.1 Introduction

- 5.1.1 This section outlines the population and health characteristics of the communities around the Proposed Development site, relevant to the assessment topics. The purpose is to gain an understanding of the overall health of the population, identify potential wellbeing issues and determinants in relation to the HUDU framework, and identify in particular any vulnerable groups that may be affected by the development.

5.2 Population

- 5.2.1 The resident population in 2021 in the LSA was 35,546, while the total population of the local authority, Reading, was 174,224.¹⁸

Age structure – Local Study Area

- 5.2.2 Within the LSA, 6.2% of the population is under the age of 5 years (2,204 total), which is similar to the level of the Borough (6.9%), but higher than the national average (5.4%). Only 7.5% of the LSA population is aged 65 years or above, which is far lower than Borough (12.1%) and national (18.4%) averages. 1.7% are aged 80 years and above, which is just over one third of the national average (4.9%).¹⁹
- 5.2.3 In total, 77.3% of its population is working age (16-64 years), which is substantially higher than Borough (70.3%) and national (60.4%) averages. Notably, this includes a considerably greater proportion of the population between age 20-39 years (46.0%) than the Borough (34.2%) and national average (26.3%).
- 5.2.4 There are 5,180 school aged children (ages 5-19 years) in the LSA, which at 14.2% is less than Borough (18.2%) and national (17.6%) averages.

Population growth

- 5.2.5 The overall population growth in Reading is projected to fall by -1.6% between 2023 and 2043, unlike the national average which projects an overall population growth of +7.3%. During this period, the working age population is projected to fall by -3.2% in the borough, while those aged 65 years and above is expected to grow by 8,539 (39.3%), which is higher than the national projected average of 33.4%.²⁰
- 5.2.6 However, it should be noted that this data comprises of ONS' recent addition of the Census 2021 data, whilst the most recent update for population projection data for future decades, was in 2020. Therefore, it may be expected for 2043 projections to be re-adjusted at a future date.

¹⁸ Office for National Statistics (2023). NOMIS, Census 2021.

¹⁹ Office for National Statistics (2023). NOMIS, Census 2021 – TS007A Age by single year.

²⁰ Office for National Statistics (2023). NOMIS, Census 2021 – Population projections - local authority based by single year of age.

Ethnicity

- 5.2.7 The LSA features a White-identifying majority population at 58.3%, though this level is much smaller than the borough (67.1%) and national (81.0%) averages. Of this total, 39.2% identify as White English.²¹
- 5.2.8 Within the Borough 24.2% of the population identifies as Asian, Asian British or Asian Welsh, which is around 2.5 times the national average (9.6%), and higher than the borough average (17.7%). Of this total, 67.0% identify as Indian, Bangladeshi, or Pakistani while 10.1% identify as Chinese (2.5% of total LSA population).

Deprivation and Economic Conditions

- 5.2.9 The borough ranked 141st out of 317 local authorities in England for its average summary measure of multiple deprivation.²²
- 5.2.10 The following data is based on the MSOAs available within the LSA for this subject, which are E02003392 and E02003398.
- 5.2.11 Reading is less deprived compared to the national average, scoring²³ 19.6 on the Index of Multiple Deprivation (IMD), which is lower than England's score of 21.7²⁴.
- Within the LSA, income deprivation is similar to the national average (12.7% of the population compared to 12.9% nationally).
 - The proportion of households in poverty is 33.6% in the LSA, considerably more than the national average at 21.1%²⁵.
 - The proportion of residents experiencing fuel poverty in the LSA is lower than the national average.
 - Older people in poverty in the LSA is substantially higher than the national average, at 41.7% compared to 17.3% in Reading LA, and 14.2% nationally. Further, older people living alone is 49.2% compared to 33.4% in Reading and 31.5% nationally.²⁶

5.3 Health Overview

Life Expectancy

- 5.3.1 Average Life Expectancy at birth in the Borough is 83.2 years for females which is similar to regional (84.1) and national (83.1) averages, and 78.8 years for males which is below regional (80.3) and national averages (79.1).²⁷

²¹ Office for National Statistics (2023). NOMIS, Census 2021 – TS021 Ethnic Group.

²² Department for Communities and Local Government (2019). Index of Multiple Deprivation.

²³ A higher IMD score is indicative of greater deprivation.

²⁴ Department of Health & Social Care – Public Health Profiles (2019) [Fingertips | Department of Health and Social Care](#)

²⁵ Office for Health Improvement and Disparities (OHID) (2021). Local Health Profiles.

²⁶ Office for Health Improvement and Disparities (OHID). Local Health – Small Area Public Health Data. Available at - [Local Health - Small Area Public Health Data - Data - OHID \(phe.org.uk\)](#)

²⁷ Department of Health and Social Care (2023.) Local Authority Health Profiles. [Local Authority Health Profiles - Data | Fingertips | Department of Health and Social Care](#)

Disease prevalence

5.3.2 Long-term illnesses and disabilities are low in the LSA at 9.5% of the population and is lower than the district (12.9%) and lower than national average (17.6%)²⁸.

5.3.3 **Figure 4.1** shows the prevalence of the top health indicators affecting health and wellbeing outcomes amongst registered patients in the LSA who are in GP practices whose patient catchment includes the Site.²⁹

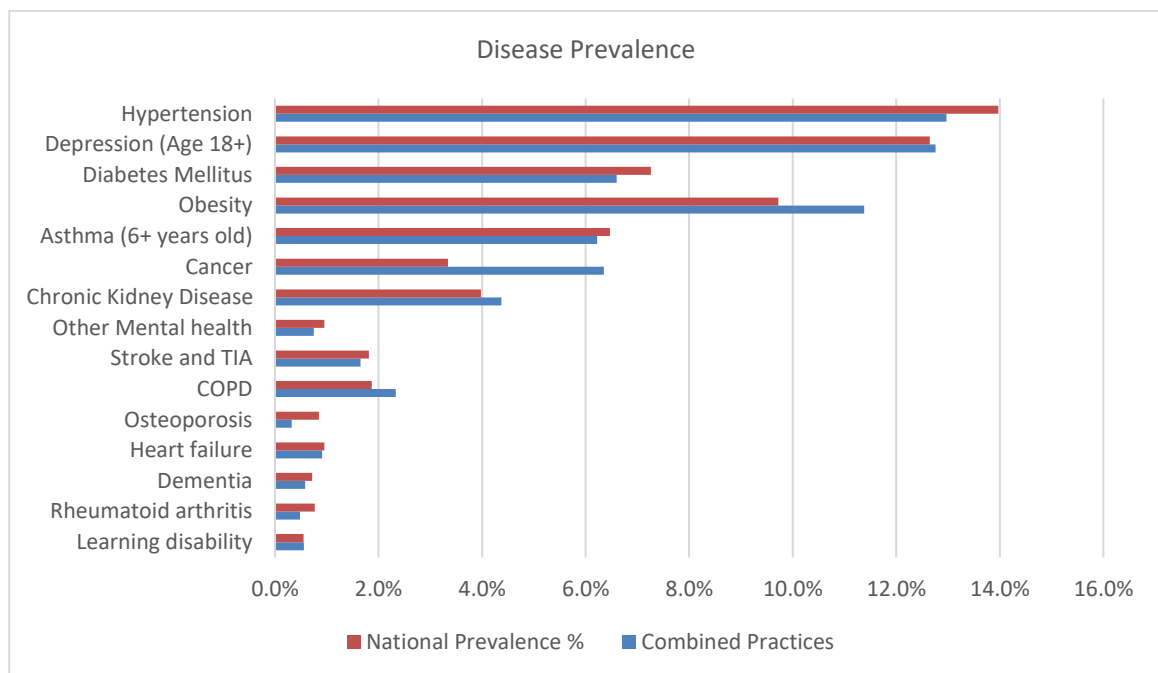


Figure 4.1: Disease prevalence (%) for common conditions amongst registered patients in selected medical practices within 3 miles of LSA vs England.

Source: Stantec derived from Quality Outcomes Framework NHS Digital

5.3.4 Across included conditions, the population experiences similar prevalence of disease compared to England. Hypertension is the most prevalent of all conditions amongst registered patients (13%) followed by depression (12.8%)³⁰. Obesity within the LSA is significantly higher than compared to the national average and is reflected in RBC's policy priorities.

Self-Assessed General Health

5.3.5 The LSA population assessed their general health similarly to borough average, and better than the national average.³¹ 87.2% rated their health as either 'good' or 'very good' (Borough: 85.6%; England: 82.2%), while only 3.1% rated their health as 'bad' or 'very bad' (3.7%; 5.2%).

5.3.6 The rate of limiting long-term illness and disability (recognised as disabled under the Equality Act 2010³²) is low in the LSA at 12%, compared to 16.1% in the borough and 17.3%

²⁸ OHID Local Health Profiles

²⁹ NHS. Find a Service. (www.nhs.uk)

³⁰ NHS Digital (2022). [Quality and Outcomes Framework \(QOF\) - NHS Digital](#).

³¹ Office for National Statistics (2023). NOMIS, Census 2021 – TS037 General Health

³² Government Equalities Office and Equality and Human Rights Commission (2015). Equality Act 2010.

nationally³³. This is likely due to a smaller proportion of older adults living in the LSA who would be more likely to experience long-term illness and disability, as outlined by paragraph 5.3.2.

Mental health and wellbeing

- 5.3.7 In the Healthcare Study Area (aged 16+ years), the prevalence of common mental health disorders is 14.3%, lower than the national level (16.9%)³⁴. For those aged over 65, this figure is lower at 8.5%, which is also lower than the national level (10.2%). The rate of those with long term mental health conditions is 9.3%, which is slightly lower than the national average (9.9%). Healthcare access
- 5.3.8 This section is based on the Healthcare Study Area.
- 5.3.9 Nine GP practices have surgeries accepting new patients, and whose patient catchment area includes the Proposed Development as shown in **Table 4.1**.

Table 4.1: Healthcare provision

Primary Care Network	NHS GP code	Practice Name	GP's FTE	Patients	GP / Patient Ratio	Over/Under Capacity
Reading Holybrook	K81081	Abbey Medical Centre	0	2,403	0 FTE GP per 2,403	Over capacity
Unknown	Unknown	Dr S Maroof Reading Walk-In Health Centre	N/A	N/A	N/A	
New Reading	K81651	Melrose Surgery	4.4	16,721	1 FTE GP per 3,800	Over capacity
Reading Holybrook	K81040	Milman Road Health Centre	7.7	20,137	1 FTE GP per 2,615	Over capacity
Reading University	K81605	University Health Centre	9.9	31,853	1 FTE GP per 3,217	Over capacity
Reading Central	K81007	London Street Surgery	2	5,734	1 FTE GP per 2,867	Over capacity
Reading Holybrook	Y02476	Broad Street Health Centre	3.8	14,483	1 FTE GP per 3,811	Over capacity
Reading Central	K81026	Chatham Street Surgery	2.7	8,037	1 FTE GP per 2,976	Over capacity
The Triangle	K81644	Tilehurst Village and Chancellor Surgery	6.4	15,226	1 FTE GP per 2,379	Over capacity

³³ Office for National Statistics (2023). NOMIS, Census 2021 – TS038 Disability.

³⁴ Extracted and calculated from: PHE. (2018). Fingertips | Public Health Data. Mental Health and Wellbeing JSNA, estimated prevalence of common mental disorders. (phe.org.uk)

Source: NHS-GP³⁵ NHS - General Practice Data Dashboard ³⁶, Public Health

- 5.3.10 Eight GP practices have patient loads above the 1,800-patient per NHS GP benchmark identified within the Healthy Urban Development Unit (HUDU)'s model³⁷ suggesting these practices are operating at full capacity. It is acknowledged that Abbey Medical Centre is listed in Table 4.1 as having no Full-Time Equivalent (FTE) GPs. However, it is important to note that the NHS General Practice Data Dashboard does not include locum or trainee GPs in its reporting. According to the Abbey Medical Centre website³⁸, four GPs are currently registered as working at the practice. Furthermore, the practice is actively accepting new patients.

5.4 Wider Determinants of Health

Physical Activity

- 5.4.1 In the Borough, 70.9% of adults achieve the recommended 150 minutes of physical activity per week, while 19.6% are classified as inactive.³⁹ This level of inactivity is lower than both the regional average (21.9%) and the national average (25.1%). Conversely, the proportion of active adults in the Borough is higher than the regional average (66.8%) and the national average (63.7%).

Active Travel

- 5.4.2 Between 2023 and 2024, 74.3% of adults in the Borough participated in active travel within the last year, compared to only 55.5% in the South East region and 55.1% nationally⁴⁰.
- 5.4.3 Data regarding travelling to work patterns was collected in the 2021 Census. Among those traveling to work (aged 16 and above), 17.3% arrived either by cycle or on foot, which is twice the national average.⁴¹ This includes only 2.6% by cycle, which is in line with both Borough and national averages. Only 21.4% drove a car or van to work, which is substantially less than Borough (31.4%) and national (44.1%) averages. It is important to note that 45.8% of people were working from home in the LSA during the time of this data collection, during a period impacted by COVID-19, changes to these work-life patterns may impact the future commuting projections.

Employment

- 5.4.4 Reading has a higher economic activity rate at 83.5% and employment rate 80.8% than both the regional and national averages. Conversely, Reading has a slightly higher unemployment rate in the region compared to the regional but lower than the national average. There is a difference of 0.1% from the local to regional level and 0.7% from the local to national level for unemployment. Reading also has lower economically inactive rate than both the regional and national figures.
- 5.4.5 However, the LSA has an economic activity rate of only 68.2% which is lower than the Borough average.⁴² Information and communications is the leading industry in the LSA accounting for 16.5% of the workforce which is 4 times the national rate, followed by human health and social work (12.8%) and wholesale and retail trade; repair of motor vehicles and

³⁵ NHS (2025) Find a GP – NHS [Find a GP - NHS](#)

³⁶ NHS (2025) Microsoft Power BI [Microsoft Power BI](#)

³⁷ Healthy Urban Development Unit, (2009). HUDU Model

³⁸ Abby Medical Centre (2025) [Abbey Medical Centre – NHS GP Surgery in Reading](#)

³⁹ Sport England (2024). Active Lives Survey Data. Available: [Active Lives | Results](#)

⁴⁰ Sport England (2024). Available: [Active Lives | Results](#)

⁴¹ Office for National Statistics (2023). NOMIS, Census 2021 – TS061 Method Used to Travel to Work

⁴² Office for National Statistics (2023). NOMIS, Census 2021 – TS066 Economic Activity Status

motorcycles (12.7%). Construction workers account for just 4.7% of the LSA's workforce, which is just above half the regional (9.0%) and national (8.7%) averages.⁴³

5.5 Living and Environmental Conditions

Community safety

- 5.5.1 Reading features a higher overall crime rate than regional average.⁴⁴ In the period between July 2023 and June 2025, bicycle theft rates in Reading were 3 times the regional average, while violence and sexual offences were the most reported type of crime (6,625).

Open space

- 5.5.2 For analysis of current public open space provision (children's play areas, teenage provision, amenity space, playing pitches, outdoor sport, natural and semi natural open space, allotments) we have defined as the Site and surrounding area within 1km including access to Forbury Gardens, Reading Station, and the Kennet & Avon Canal. This is termed the Recreation and Public Access Study Area.

- 5.5.3 **Appendix B** shows the location of public open space within the Recreation and Public Access Study Area, with details provided in Table 5.2 for the key sites of public open space. In summary, open space provision within the study area includes:

- Three children's play areas, two located at Kings Meadow located within the Site boundary and an outdoor play area at Canal Way Park;
- Approximately 1,200m² of allotments at Adler Road;
- An estimated 213,000m² of natural and semi natural open space provided across four sites, of which, 97,000m² is within the Site boundary;

Table 4.2: Key Public Open Space within 1km of the Site

Open Space	Address	Description	Distance from Site
Children and Teenage Play			
Kings Meadow	Napier Rd, Reading RG1 8AB	Two children's play areas located within this open space	0.2km
Canal Way Park	12 Florence Walk, Reading RG1 3HH	Children's outdoor play area within small park	0.7km
Allotments			
Ardler Road Allotments	Reading RG4 5AE	Approximately 1,200m ² of allotment within a housing estate	0.7km
Natural and semi-natural open space			
Kings Meadow	Napier Rd, Reading RG1 8AB	Approximately 97,000 m ² of open green space	0.2km
Christchurch Meadow	George St, Caversham, Reading RG4 8BY	Approximately 93,000 m ² of open green space	0.6km

⁴³ Office for National Statistics (2023). NOMIS, Census 2021 – TS060 Industry

⁴⁴ Reading Borough Council (2025). Crime report for Reading. Available at: [Crime - UTLA | Reading | Report Builder for ArcGIS \(berkshireobservatory.co.uk\)](https://crime-utla.reading.gov.uk/ReportBuilderforArcGIS(berkshireobservatory.co.uk))

Forbury Garden Public Park	Forbury Gardens, Reading	Approximately 19,000m ² of open public green space	0.5km
Vix Gardens	Eldon Square, Reading RG1 4DP	Approximately 4,000m ² of open public green space	0.9km

Housing

- 5.5.4 The strategic housing market assessment (SHMA⁴⁵) for West Berkshire identifies the housing need by Local Authority (LA) areas. The housing need for Reading is 642 dwellings per annum. Affordable housing need for Reading is 406 dwellings per annum.
- 5.5.5 Median house for Reading is £340,000 in the year ending September 2024 (vs £289,995 in England). The ratio of median house price to median earnings was also 8.3 compared to national level (7.71)⁴⁶.
- 5.5.6 Almost a third of properties in Reading are privately rented, markedly higher than the South East and England averages where 13.6% and 17.1% of properties are privately rented.

5.6 Assessment Receptors and Vulnerable Groups

- 5.6.1 The following receptor and vulnerable population groups have been identified as those most likely to experience impacts as a result of the Proposed Development:
- Elderly populations;
 - Children and young people;
 - Groups at greater risk of violence and sexual assault;
 - Neighbouring residents;
 - Pedestrians and cyclists;
 - People with or at risk of, pre-existing health conditions, including hypertension, diabetes, overweight or obesity, cardiovascular and respiratory disease, and mental health conditions including depression.

⁴⁵ GL Hearn (2016). Berkshire (including South Bucks) Strategic Housing Market Assessment.

⁴⁶ NOMIS (2025) [House price to residence-based earnings ratio - Office for National Statistics](#)

6 Health Assessment

6.1 Introduction

- 6.1.1 The tables below set out the potential health and wellbeing impacts associated with the development during its construction and operational phases. As set out in the Assessment Methodology section in Section 3, the tables have been adapted from the Healthy Urban Development Unit (HUDU) 'Rapid Health Impact Assessment Tool' (2019)¹.

6.2 Housing Design and Affordability

HOUSING DESIGN AND AFFORDABILITY	
Q1. Does the proposal seek to meet all 16 design criteria of the Lifetime Homes Standard or meet Building Regulation requirement M4(2)?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The design of the residential blocks will be in accordance with approved Document M standards for residential dwelling. At a minimum this refers to M4(1) VISIBLE dwellings. Compliance with this requirement is achieved when a new dwelling makes reasonable provision for most people, which includes wheelchair users to access and enter the dwelling, and access habitable rooms and sanitary facilities on the entrance level. The detailed design of residential units to form part of subsequent RMA. Therefore, it is expected that the Proposed Development will have a positive effect within this determinant.	
Recommended mitigation or enhancement action	
Policy H5: Standards for New Housing in the Reading Local Plan states that "all new build housing will be accessible and adaptable in line with M4(2) of the Building Regulations." Therefore, it is recommended that residential blocks are designed to this standard for accessible and adaptable dwellings at RMA stage.	
Q2. Does the proposal address the housing needs of older people, i.e., extra care housing, sheltered housing, lifetime homes and wheelchair accessible homes?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	

¹ NHS London Healthy Urban Development Unit (2017) HUDU Planning for Health: Healthy Urban Planning Checklist. Available [Online] at: <https://www.healthyrbandevelopment.nhs.uk/hudu-publications-2017/>

HOUSING DESIGN AND AFFORDABILITY

The design of the residential blocks will be in accordance with approved Document M standards for residential dwellings as described in Question 1.

As the baseline has identified an ageing population providing visitable homes responds to this need.

Additionally, the following are examples of inclusive design within the outline application that may positively impact those who are elderly and/or disabled:

- As detailed by the Transport Assessment (Stantec, 2025), the internal layout of the Site is designed to allow ease of passage through the Site for pedestrians and cyclists. Only service vehicles and club cars will be able to access the Site's internal network via the eastern access point.
- There will be a lift to access the car park to allow ease of access to the car parking facilities.

Therefore, we expect that the Proposed Development will have a positive effect within this determinant.

Recommended mitigation or enhancement action

Policy H5: Standards for New Housing in the Reading Local Plan states that "all new build housing will be accessible and adaptable in line with M4(2) of the Building Regulations." Therefore, it is recommended that residential blocks are designed to this standard at RMA stage at a minimum.

Q3. Does the proposal include homes that can be adapted to support independent living for older and disabled people?

Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain

Details/Evidence

As mentioned, the residential blocks will be in accordance with approved Document M standards. T

The following are examples of inclusive design in the proposals that may also positively impact those who are elderly and/or disabled:

- As detailed by the Transport Assessment (Stantec, 2025), the internal layout of the Site is designed to allow ease of passage through the Site for pedestrians and cyclists. Only service and club cars will be able to access the Site's internal network.
- There will be a lift to access the car park to allow ease of access to the car parking facilities.

Therefore, we expect that the proposals will have a positive effect within this determinant.

Recommended mitigation or enhancement action

Policy H5: Standards for New Housing in the Reading Local Plan states that "all new build housing will be accessible and adaptable in line with M4(2) of the Building Regulations." Therefore, it is recommended that residential blocks are designed to this standard at RMA stage at a minimum.

Q4. Does the proposal promote good design through layout and orientation, meeting internal space standards?

Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral

HOUSING DESIGN AND AFFORDABILITY	
☐ Uncertain	
Details/Evidence	
The design of the residential blocks will be in accordance with approved Document M standards for residential dwelling. Standards for internal space are optional in the Reading Local Plan under Policy H5, however it states that 'The Council is concerned that a great deal of development has now taken place under permitted development rights that provides inadequate internal space.' Detailed design of residential units will form part of subsequent reserved matters applications. The Proposed Development's impacts are positive within this determinant.	
Recommended mitigation or enhancement action	
Policy H5: Standards for New Housing in the Reading Local Plan states that "all new build housing will be accessible and adaptable in line with M4 (2) of the Building Regulations." Therefore, it is recommended that residential blocks are designed to this standard at RMA stage at a minimum.	
Q5. Does the proposal include a range of housing types and sizes, including affordable housing responding to local housing needs?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
Housing need in Reading is high, and the Proposed Development provides approximately 4% of the entire borough's housing requirement within the Local Plan period to 2036 (excluding completions and commitments), according to calculations made in Chapter 7: Socio-economics (Stantec, 2025). The Proposed Development will provide up to 700 units across studio, 1 bed, 2 bed and 3 bed configurations. Overall, 11% (74) of the total units will be studios, 50% (353) will be 1-bed, 35% (244) will be 2-bed, and 4% (29) will be 3-bed units. The strategic housing market assessment (SHMA) for West Berkshire identifies the housing need by LA areas, with the housing need for Reading set at 689 dwellings per annum. Reading is in a regional housing market area (Berkshire Western Housing Market Area), in which they have an objectively assessed need for dwellings and shows that over time, the affordability in Reading is becoming increasingly challenging. The percentage of affordable housing provided will be determined through further discussion and consultation with the Client and the Local Authority, depending on viability. Chapter 7: Socio-economics (Stantec, 2025) assesses a minor beneficial significance with respect to housing. Given the contribution of the site to housing need in the borough, the Proposed Development is expected to have a positive impact on this determinant.	
Recommended mitigation or enhancement action	
Provision of affordable housing in the Proposed Development will be crucial for meeting community needs of both the residents, surrounding area, and in Reading overall. Subject to viability, it is recommended that the RMA meet or exceed locals affordable housing requirements in the Proposed Development.	

HOUSING DESIGN AND AFFORDABILITY	
Q6. Does the proposal contain homes that are highly energy efficient (e.g., a high SAP rating)?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
Evidence pertaining to this topic is reflected in the Energy and Sustainability Statement (Method Consulting, 2025) associated with the Proposed Development, aligning with Reading Borough Local Plan's Policy H5 – Standards for New Housing. According to the Energy and Sustainability Statement (Method Consulting, 2025), the overall proposed energy strategy is anticipated to achieve a CO2 emission saving of at least 48% over the baseline. Furthermore, it specifies the following measures contributing to energy efficient homes for the Proposed Development: ■ LED lighting, high-efficiency MVHR, and low-flow sanitaryware fittings in all residential dwellings. ■ A low carbon heating and domestic hot water system will be implemented on site, further supported by a suitably sized PV array. ■ The site designed to maximise the number of dual-aspect dwellings, allowing for cross ventilation and increased access to natural light, and is proposing to limit the number of north-facing dwellings as far as possible. The Proposed Development's massing is such that it is able to maximise solar gains within the dwellings. Detailed design of residential units will form part of subsequent reserved matters applications. We expect that the Proposed Development's impacts to be positive within this determinant.	
Recommended mitigation or enhancement action	
None.	

6.3 Access to Health and Social Care Services and Other Social Infrastructure

Access to Health and Social Care Services and Other Social Infrastructure	
Q7. Does the proposal retain or re-provide existing social infrastructure?	
Relevance	Impact
☐ Yes ☐ No ☒ N/A	☐ Positive ☐ Negative ☒ Neutral ☐ Unknown
Details/Evidence	
The existing Site does not provide health and social care services and other social infrastructure at baseline, as defined within the HUDU tool as 'Access to good quality health and social care, education (primary, secondary and post-19) and community facilities'. The Proposed Development's impacts are neutral within this determinant.	
Recommended mitigation or enhancement action	

Access to Health and Social Care Services and Other Social Infrastructure	
Secondary mitigations should be considered regarding contributions to healthcare facilities, including financial contributions which will be required to offset provision as outlined in the Socioeconomics Chapter.	
Q8. Does the proposal assess the impact on health and social care services and have local NHS organisations been contacted regarding existing and planned healthcare capacity?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☐ Positive ☒ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
Within Chapter 7: Socio-economics (Stantec, 2025) it has been estimated that the delivery of this new residential development would introduce approximately 1,200 new people to the local area². GP's practices in the Healthcare Study Area have been identified as operating at greater than the HUDU recommended GP to Patient ratio. Eight GP practices have surgeries accepting new patients, and whose patient catchment area includes the proposed Development, all of which are operating at over capacity. Chapter 7: Socio-economics (Stantec, 2025) has assessed a moderate adverse impact with respect to healthcare which is considered significant and thus requires further mitigation. Given the increased population associated with the development and the strain put on local health and social care infrastructure areas operating near capacity, it is expected that the Proposed Development will have negative impact with respect to this determinant.	
Recommended mitigation or enhancement action	
Secondary mitigation measures should include consideration of contributions towards healthcare infrastructure. This may involve financial contributions, secured through Section 106 or the Community Infrastructure Levy (CIL), to address the additional demand on GP services. Necessary contributions should be determined via consultation with the local NHS ICB.	
Q9. Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	
Relevance	Impact
☐ Yes ☒ No ☐ N/A	☐ Positive ☒ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
There is no direct provision of healthcare facilities detailed in the Proposed Development. Reading Walk-in Health Centre, located within Broad Street Mall of Reading Town Centre, is the nearest GP service within proximity to the Site. Based on the number of new residential units to be developed on the Site been estimated that the delivery of this new residential development would introduce approximately 1,200 new people to the	

² This is based on the multiplying of the number of new units split by number of bedrooms by the estimated number of people living in a household as per Census 2011 data (DC4405EW). This was calculated at a local authority level.

local area, adding strain to existing healthcare facilities³. More details are available in Chapter 7: Socio-economics (Stantec, 2025). Within Chapter 7: Socio-economics (Stantec, 2025), it has been assessed a moderate adverse effect with respect to healthcare which is considered significant. It is expected the Proposed Development will have a negative impact with respect to this determinant.	
Recommended mitigation or enhancement action Secondary mitigations should be closely considered at the RMA stage regarding provision of healthcare facilities including financial contributions which will be required to offset provision as outlined in Chapter 7: Socio-economics (Stantec, 2025).	
Q10. Does the proposal assess the capacity, location and accessibility of other social infrastructure, e.g., primary, secondary and post 19 education needs and community facilities?	
Relevance ☒ Yes ☐ No ☐ N/A	Impact ☐ Positive ☒ Negative ☐ Neutral ☐ Uncertain
Details/Evidence Chapter 7: Socio-economics (Stantec, 2025) identifies that local nursery provision is nearing capacity, with only six places currently available. The Proposed Development is expected to generate demand for approximately 17 additional nursery places. Given the limited existing capacity, nursery provision is considered to be of high sensitivity. The resulting low adverse magnitude of change leads to an overall impact of moderate adverse significance. Both primary and secondary school provision currently meets local needs and has the capacity to adsorb additional demand, hence the sensitivity of school places is considered to be low. For early years education, Chapter 7: Socio-economics (Stantec, 2025) assesses effects of the Proposed Development to be of moderate adverse significance, however, it expects the residual effect after mitigations to be of minor adverse significance. Primary education effects are assessed to be of minor significance, and secondary education is judged to be of minor/negligible adverse significance, hence, no mitigation factors are carried forward. It is expected that the Proposed Development will have a negative impact with respect to this determinant.	
Recommended mitigation or enhancement action Mitigation is required to address potential impacts on early years provision, through financial contributions where viable, as outlined in Chapter 7: Socio-economics (Stantec, 2025). Where possible, increased capacity should also be pursued for childminders, school run nursery classes, day nurseries with provision for those aged 0 to 5, and breakfast, after school, and holiday clubs.	
Q11. Does the proposal explore opportunities for shared community use and co-location of services?	
Relevance ☒ Yes ☐ No ☐ N/A	Impact ☐ Positive ☐ Negative ☐ Neutral

³ This is based on the multiplying of the number of new units split by number of bedrooms by the estimated number of people living in a household as per Census 2011 data (DC4405EW). This was calculated at a local authority level.

	☒ Uncertain
Details/Evidence	
The exact uses of all Class E units have not been determined at Outline Stage, therefore the opportunities to explore shared community use and co-location of services is uncertain. Therefore, we assess the impact of the Proposed Development to be uncertain with respect to this determinant.	
Recommended mitigation or enhancement action	
At RMA stage, it recommended to explore community uses through consultation with RBC and local stakeholders.	

6.4 Access to Open Space and Nature

Access to Open Space and Nature	
Q12. Does the proposal retain and enhance existing open and natural spaces?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
Green space provision and play spaces are to be provided that meet local standards at minimum detailed design is expected at RMA stage. As detailed in Chapter 7: Socio-economics (Stantec, 2025), due to the high cost of land in the town centre, the RBC is unable to acquire land outright for new public open space (POS). Thus, POS is normally achieved as part of wider development proposals, highlighting the importance of the new area of open space provided in this development. As detailed above, the Proposed Development will include a new area of open space and enhance the frontage to the Kennet & Avon Canal, including a buffer zone to the top of the canal bank to reflect its wildlife significance. The Ecological Assessment Report (EAR) (Stantec, 2025)) assesses that given the limited ecological value of the Site, the measures which are to be implemented to protect the provision for biodiversity within the landscape design it is considered that the proposals are compliant with relevant legislation and planning policy at all levels. It is expected the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q13. In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	

Access to Open Space and Nature

According to the Reading Open Spaces Strategy Update Note 2018⁴, between 2007 and 2017 there has been the following loss/gain of open space in the borough:

- Unrestricted open space – gain of 11.248ha;
- Limited open space – loss of 28.097ha; and
- Restricted open space – loss of 2.154ha.

As detailed in Chapter 7: Socio-economics (Stantec, 2025), residents in and around the town centre are still further away from POS than residents in outer wards. In the town centre, historical development patterns make it difficult to introduce new areas of POS without large-scale redevelopment.

Due to the high cost of land in the town centre, the Reading Borough Council is unable to acquire land outright for new public open space (POS). Thus, POS is normally achieved as part of wider development proposals, highlighting the importance of the new area of open space provided in this development.

The Proposed Development will include a new area of open space and enhance the frontage to the Kennet & Avon Canal, including a buffer zone to the top of the canal bank to reflect its wildlife significance.

It is expected that the Proposed Development will have a positive impact with respect to this determinant.

Recommended mitigation or enhancement action

It is recommended that an Open Space Play Space Assessment are included at RMA stage to determine exact provision need.

Q14. Does the proposal provide a range of play spaces for children and young people?

Relevance	Impact
☐ Yes	☐ Positive
☐ No	☐ Negative
☒ N/A	☐ Neutral
	☒ Uncertain

Details/Evidence

There are three children's play areas within the Recreation and Public Access Study Area. Two are located at Kings Meadow located within the Study Area 200 meters from the Site, and there is an outdoor play area at Canal Way Park 700 m away. Further information regarding this determinant is available in Chapter 7: Socio-economics (Stantec, 2025).

Green space and play space provision will be provided to meet local standards as minimum.

Therefore, we assess that the Proposed Development will have uncertain impacts with regard to this determinant as it is to be decided at RMA stage.

Recommended mitigation or enhancement action

It is recommended that an Open Space Play Space Assessment are included at RMA stage.

Q15. Does the proposal provide links between open and natural spaces and the public realm?

Relevance	Impact
☒ Yes	☒ Positive

⁴ Reading Borough Council (2018). Reading Open Spaces Strategy Update Note 2018.

Access to Open Space and Nature	
☐ No ☐ N/A	☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The development provides an open space close to the River Kennet, connecting to the pedestrian link under the railway to Napier Road. Significant public realm enhancements are proposed as part of the development, incentivising and encouraging walking and cycling through environmental improvements in alignment with the Reading Local Plan. As detailed in Chapter 7: Socio-economics (Stantec, 2025), the Reading Borough Council cannot acquire land outright for the purpose of Public Open Space, therefore, the links and enhancements provided represent a positive impact of the Proposed Development. Therefore, it is expected that the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q16. Are the open and natural spaces welcoming and safe and accessible for all?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
Access to open space for diverse communities is closely linked to the quality and safety of local transport infrastructure. The Transport Assessment (Stantec, 2025) concludes that the Proposed Development will not have a severe impact on the safety or operation of the local highway network. This suggests that the Proposed Development will have a positive impact on access to open space. External lighting will be provided and integrated into the landscape design to aid the creation of safe and welcoming spaces. Further detailed design pertaining to this will be included in a subsequent reserved matters application.	
Recommended mitigation or enhancement action	
All open and natural spaces should be well maintained with planting and equipment for people (e.g., benches, playing equipment), and importantly, not hidden or gated away to avoid perceptions of exclusivity or unsafe spaces. This should help to encourage all groups to use these spaces equally. At RMA stage, we recommend the use of an Equalities Impact Assessment to determine these factors.	
Q17. Does the proposal set out how new open space will be managed and maintained?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☐ Positive ☐ Negative ☐ Neutral ☒ Uncertain
Details/Evidence	
As an outline application, maintenance and management of new open spaces has not yet been determined. More information will be available at the RMA stage.	

Access to Open Space and Nature
Therefore, we assess the impacts of the Proposed Development as uncertain with respect to this determinant.
Recommended mitigation or enhancement action
None.

6.5 Air Quality, Noise and Neighbourhood Amenity

Air Quality, Noise and Neighbourhood Amenity	
Q18. Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	
Relevance	Impact
☐ Yes ☒ No ☐ N/A	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain
Details/Evidence	
According to Chapter 9: Air Quality (Stantec, 2025), human health is at risk during demolition and construction. Dust from on-site activities and off-site trackout by construction vehicles has the potential to impact on sensitive human receptors within the study area. The main potential impacts are loss of amenity (as a result of dust soiling) and deterioration of human health (as a result of increased concentrations of PM10). The main noise sources at the Site are vehicular movements on the surrounding road network (Forbury Road and Kenavon Drive), and train movements on the Great Western main line adjacent to the Site. The primary source of vibration at the Site is from the movements of trains on the Great Western main line. The dominant noise sources are road traffic and railway noise, predominantly along Forbury Road and the passage of trains on the northern perimeter. Chapter 9: Air Quality (Stantec, 2025) outlines that a Dust Management Plan (DMP) will be provided measures to control and minimise the risk of adverse effects from construction activities. A negative impact has therefore been identified.	
Recommended mitigation or enhancement action	
None.	
Q19. Does the proposal minimise air pollution caused by traffic and energy facilities?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain
Details/Evidence	
As outlined by the Energy and Sustainability Statement (Method Consulting, 2025), a comprehensive Construction Management Plan will be implemented from the outset of site works. Detailed information regarding a Construction Environment Management Plan (CEMP) is not provided at this stage, therefore complete details regarding activities and traffic movements is not available The Energy and Sustainability Statement (Method Consulting, 2025) states that the impacts of construction on air quality are being considered, such as the movement of vehicles to and from site, any generators used for site electricity/lighting, and any potential dust from excavations.	

Air Quality, Noise and Neighbourhood Amenity	
Chapter 9: Air Quality (Stantec, 2025) demonstrates that human health is at risk during demolition and construction. Dust from on-site activities and off-site trackout by construction vehicles has the potential to impact on sensitive human receptors within the study area. As the Site currently exists as a retail park, there is expected to be a net reduction in trips to the Site during the construction phase when compared to the existing use. This decrease in traffic is expected to give rise to a beneficial impact on local air quality in terms of road traffic emissions (Chapter 9: Air Quality, Stantec, 2025). Primary and tertiary mitigation is detailed in Chapter 9: Air Quality (Stantec, 2025). Primary mitigation includes the following: ■ The energy strategy for the Proposed Development is all-electric, with no proposed combustion sources. As such, no local air quality impacts are anticipated and the impacts of emissions from the plant are considered to be not significant. The use of an all-electric energy strategy is a primary mitigation measure. ■ In addition, electric vehicle charging facilities will be provided at both the residential and commercial elements of the Site in line with Building Regulations and RBC requirements. A minimum of 10% of total car parking spaces will be allocated electric vehicle charging points, resulting in a minimum of 13 electric vehicle charging spaces. Given that the CEMP will be produced, impacts of the Proposed Development are rated neutral to positive, to maintain a worst-case scenario, it has been decided that this determinant impact is likely to be neutral with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q20. Does the proposal minimise noise pollution caused by traffic and commercial uses?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain
Details/Evidence	
The main noise sources at the Site are vehicular movements on the surrounding road network (Forbury Road and Kenavon Drive), and train movements on the Great Western main line adjacent to the Site. The primary source of vibration at the Site is from the movements of trains on the Great Western main line. The Energy and Sustainability Statement (Method Consulting, 2025) outlines that the development will be well-insulated, limiting any noise from inside the building affecting the streetscape, whilst also minimising the impact of environmental noise on the quality of life of occupants. Furthermore, any external plant will be acoustically attenuated if required by the Noise Impact Assessment. For non-domestic elements of the development, BREEAM credit POL05 will be targeted in order to help demonstrate this. The Proposed Development is therefore expected to have a neutral impact with respect to this determinant. Further mitigation measures are detailed in Chapter 9: Air Quality (Stantec, 2025).	
Recommended mitigation or enhancement action	
None.	

6.6 Accessibility and Active Travel

Accessibility and Active Travel	
Q21. Does the proposal address the ten Healthy Streets indicators?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The proposal addresses the Healthy Streets⁵ indicators in the following ways: Pedestrians from all walks of life: The Site is ideally located to encourage walking for the residents due to employment centres in the area, shown in Figure 4.1 of the Transport Assessment (Stantec, 2025) Clean Air: Primary and tertiary mitigation measures are detailed in Chapter 9: Air Quality (Stantec, 2025). Easy to cross: Footways are provided on both sides of Forbury Road and Kenavon Drive, offering direct access to the wider pedestrian network within the town centre and along the River Kennet and River Thames. To the north of the Site, the Napier Road underpass runs beneath the railway, helping to reduce severance and improve connectivity. Access to this underpass is available via a footpath along the Site's eastern boundary. To further enhance connectivity, a new pedestrian crossing is proposed on Kenavon Drive, linking Kings Meadow View with Huntley Wharf. This will improve access to local amenities, including a new food store, and encourage active travel by reducing the need for car journeys. Reading Borough Council (RBC) supports the crossing in principle and has recommended a slight westward relocation to better align with pedestrian desire lines. Further details are available in the Transport Assessment (Stantec, 2025). People Feel Safe: External lighting will be provided and integrated into the landscape design, and secure access to buildings will be included in each residential block. Things to see and do: The Proposed Development is located within a 20-minute walk of key community infrastructure and the Town Centre. Places to stop and rest: New open space will be provided in the Proposed Development as well as enhancement along with the canal. People feel relaxed: New open space will provide greater opportunities for outdoor activities and physical activities. People choose to walk and cycle: The Proposed Development facilitates walking as further detailed in Q22. Provision of safe cycling spaces, dedicated cycle storage, and cycle parking is provided, as further detailed in Q23. Shade and shelter: Analysis of shade and shelter will be provided in the Daylight and Sunlight Chapter. Not too noisy: Negative noise impacts are expected, as detailed in Q18.	

⁵ Transport for London (2017). Guide to the Healthy Streets Indicators.

Accessibility and Active Travel	
Considering these overall factors, the Proposed Development is expected to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
It is recommended that a further HIA assessment is conducted at the RMA phase.	
Q22. Does the proposal prioritise and encourage walking, for example through the use of shared spaces?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The Site is situated in a sustainable and accessible area on the edge of Reading Town Centre. The Site is ideally located to encourage walking for the residents due to employment centres in the area. Further information is available in the Transport Assessment (Stantec, 2025), particularly in Figure 4.1: Walking Accessibility Isochron. The Transport Assessment details how the proposal prioritises and encourages walking in the following ways: ■ Provision of cycling parking for the residents in excess of the minimums required by Reading Borough Council to encourage residents to travel in more active sustainable modes of transport. ■ Enablement of walking via Site proximity to key travel nodes and community infrastructure ■ Significant public realm enhancements A Residential Framework Travel Plan has been prepared as part of the application to maximise opportunities for future residents of the units to travel to the Site sustainably. Considering these factors, the Proposed Development is expected to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
It is recommended that further measures are taken to encourage active modes of travel via behaviour change modelling and campaigning, and collaboration with relevant services and encourage to encourage active travel to work incentive schemes.	
Q23. Does the proposal prioritise and encourage cycling, for example by providing secure cycle parking, showers and cycle lanes?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The Transport Assessment (Stantec, 2025) details the Cycle Network relevant to the development in its Figure 4.2: Extract from Reading Borough Councils (RBC) Cycle Network – Strategic Route. The outline application proposes resident cycle parking at the ground level of the proposals in cycle stores, which could contain a mixture of two-tier racks and Sheffield Stands. Details of the cycle parking will be designed and detailed at the appropriate Reserved Matters stage, with	

Accessibility and Active Travel	
due consideration of guidance. A maximum of 600 cycle parking spaces to be provided. The provision of cycle parking for commercial users cannot be confirmed at this stage due to the absence of detailed information on future occupiers. This will be addressed at the Reserved Matters) stage, with provision to be made in accordance with Reading Borough Council (RBC) standards. Considering these factors, the Proposed Development is expected to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
Reading features cycle theft crime rates three times higher than the regional and national averages, meaning provision of safe cycle storage will be key to encourage uptake of cycling for residents on the Site and neighbouring areas. Space for accessible and safe cycle storage should be included in each of the residential units of the Proposed Development, in addition to ground floor cycle storage.	
Q24. Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
As detailed in Q23, the Transport Assessment (Stantec, 2025) demonstrates the Cycle Network that links to the Proposed Development in its Figure 4.2: Extract from Reading Borough Councils (RBC) Cycle Network – Strategic Route. The site is located on the edge of Reading town centre, near the Town Centre Cycle Route, providing access to a wider network of both traffic-free and on-road cycle paths. This network links the site to key destinations, including Reading Railway Station, supporting sustainable travel and connectivity. Considering these factors, the Proposed Development is expected to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q25. Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain
Details/Evidence	
The Transport Assessment (Stantec, 2025) outlines that the local highway network's Personal Injury Collision (PIC) data for the last five years has been updated. Based on the PIC assessment, no operational safety issues were identified. Therefore, the Proposed Development is expected to have a neutral impact with respect to this determinant.	
Recommended mitigation or enhancement action	
It is recommended to undertake a traffic management plan at the RMA stage	

Accessibility and Active Travel	
Q26. Is the proposal well connected to public transport, local services and facilities?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
As detailed in the Transport Assessment (Stantec, 2025), within a 20-minute walk, residents can access the whole of Reading Town Centre, including Broad Street Mall and The Oracle areas, as well as Caversham and transport nodes such as Reading Railway Station and multiple town centre bus stops. Additionally, there are several schools and employment areas, such as Thames Valley Park, Reading Berkshire Hospital, and the University of Reading, which are just beyond the 20-minute walking distance. The cycle network connects the Site to Reading Town centre and key destinations, including Reading Railway Station. Reading Walk-in Health Centre, located within Broad Street Mall of Reading Town Centre, is the nearest GP service within proximity to the Site. Therefore, the Proposed Development is expected to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q27. Does the proposal seek to reduce car use?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The information below is taken from the Transport Assessment and provides the following information for this topic: - As detailed in the Transport Assessment (Stantec, 2025) the Proposed Development will provide 130 basement car parking spaces for residents, equating to a ratio of 0.19 spaces per dwelling. As a result, approximately 81.5% of the flats will be car-free. While this is below Reading Borough Council's (RBC) parking standards, it has been agreed with RBC due to the limited availability of long-stay parking in the surrounding area. Parking controls will be implemented to prevent overspill parking. - Due to a significant reduction in commercial floor area compared to previous proposals, a corresponding decrease in vehicle trip generation is expected. - The Site is well-located to support active travel and public transport use. RBC has acknowledged this, noting that the reduced parking provision will not compromise highway safety. Similar developments in Reading town centre, such as Huntley Wharf, have been approved with lower parking ratios. Additionally, car club spaces will be provided within the public realm surrounding the residential blocks, reducing the reliance on private car ownership and promoting sustainable modes of transport. - The Transport Assessment (Stantec, 2025) outlines The Proposed Development is expected to generate an additional 96 two-way car trips during the weekday AM peak and 53 during	

Accessibility and Active Travel	
the PM peak, with a total daily increase of 203 trips. This reflects the higher peak-hour trip rates typically associated with residential uses compared to the existing land uses on site. Considering these factors, it is expected that the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q28. Does the proposal allow people with mobility problems or a disability to access building and places?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
Design of the residential blocks will be in accordance with approved Document M standards for residential dwelling and determined at RMA. The following are examples of inclusive design within the outline application that may positively impact those who are elderly and/or disabled: - As detailed by the Transport Assessment (Stantec, 2025), the internal layout of the Site is designed to allow ease of passage through the Site for pedestrians and cyclists. Only service vehicles and club cars will be able to access the Site's internal network. - There will be a lift to access the car park to allow ease of access to the car parking facilities. Considering these factors, it is expected that the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
Policy H5: Standards for New Housing in the Reading Local Plan states that "all new build housing will be accessible and adaptable in line with M4 (2) of the Building Regulations." Therefore, it is recommended that residential blocks are designed to this standard at RMA stage at a minimum.	

6.7 Crime Reduction and Community Safety

Crime Reduction and Community Safety	
Q29. Does the proposal incorporate elements to help design out crime?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	

Crime Reduction and Community Safety	
External lighting will be provided and integrated into the landscape design. Further detailed design pertaining to this will be included in a subsequent RMA stage. Secure access into buildings will also be provided including dedicated reception entrances to each of the residential blocks on the Site. Further detailed design will also be provided as part of subsequent RMA stage. Therefore, we expect the Proposed Development to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
As detailed in Q23, Reading features cycle theft crime rates three times higher than the regional and national averages, meaning provision of safe cycle storage will be key to encourage uptake of cycling for residents on the Site and neighbouring areas. Accessible and safe cycle storage should be included within each residential unit of the Proposed Development for dwellings of all sizes.	
Q30. Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The safe building access included in each of the residential blocks on the Site, and external lighting integrated into the landscape design will help people to feel secure. Given the proposal's central location, proximity to relevant community infrastructure, and its status as a mixed use scheme featuring up to 3,000 sqm (GEA) of commercial uses, new and enhanced pedestrian routes and vehicle access routes, open spaces, and up to 600 cycle parking spaces and servicing facilities, the Proposed Development is likely to attract a mix of people for a range of reasons, and the feeling of a 'gated community' is unlikely. Therefore, we expect the Proposed Development to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q31. Does the proposal include attractive, multi-use public spaces and buildings?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The proposal is a mixed-use scheme featuring residential units, commercial uses, pedestrian routes, vehicle access routes, open spaces, cycle parking spaces and servicing facilities. The development's new area of open space aims to enhance the frontage to the Kennet & Avon Canal and improve attractiveness, while showcasing local wildlife.	

Crime Reduction and Community Safety	
Therefore, we expect the Proposed Development to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
Further consultation and engagement will be sought at the RMA stage; we recommend that this is used to understand any particular Class E uses and further inclusive design measures.	
Q31. Has engagement and consultation been carried out with the local community and voluntary sector?	
Relevance	Impact
☐ Yes ☐ No ☒ N/A	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain
Details/Evidence	
The Statement of Community Involvement (2023) details engagement and consultation carried out with the local community and voluntary sector. This includes a community newsletter, online presentation, consultation event, a freepost address, project website, and stakeholder meetings with political and community representatives. Considering these factors, we expect the Proposed Development to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
Further consultation and engagement will be sought at the RMA stage; we recommend that this is used to understand any particular Class E uses and further inclusive design measures.	

6.8 Access to Healthy Food

Access to Healthy Food	
Q32. Does the proposal facilitate the supply of local food, for example allotments, community farms and farmers' markets?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The outline application proposes a commercial use class (Use Class E) for the non-residential elements of the Proposed Development. As outlined in Chapter 7: Socio-economics (Stantec, 2025), the local food store is expected to occupy approximately 1,779 m². Its inclusion will help ensure that both new and existing residents have convenient access to fresh and healthy produce. To the east of the Site boundary lies Forbury Retail Park, which will remain in place following the construction of the Proposed Development. This area currently includes a mix of retail outlets and fast-food drive-throughs. Through the provision of a local store it is considered the proposal will have a positive impact on the determinant by improving access to nutritious food options within the community.	
Recommended mitigation or enhancement action	

Access to Healthy Food	
Development plans will provide flexibility within the scheme in terms of retail range and healthy food options. Exact tenants and/or occupiers of the remaining retail space in the commercial area will be decided at RMA stage. It is recommended to prioritise businesses and restaurants that provide healthy, local food options where possible.	
Q33. Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The outline application proposes a flexible use class (E) for the non-residential elements of the Proposed Development to enable sufficient flexibility to respond to local needs at the time of delivery. The adjacent town centre contains a significant amount of comparison retail and is identified in the Local Plan as the primary retail hub for Reading. The Proposed Development is designed to complement existing residential, retail, leisure, and community uses at Kenavon Drive, with no net gain in overall retail provision. However, the inclusion of a local food store (as detailed in Chapter 7: Socio-economics, Stantec, 2025) will ensure access to fresh and healthy produce for both new and existing residents. This addition supports a more diverse retail offer. While the full range of retail uses is yet to be confirmed, the flexible Use Class E designation allows for the potential inclusion of smaller, affordable retail units that could support social enterprises or independent businesses. Based on the above it is expected that the Proposed Development will have a positive impact on this determinant.	
Recommended mitigation or enhancement action	
None.	
Q34. Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☐ Positive ☐ Negative ☐ Neutral ☒ Uncertain
Details/Evidence	
The outline permission provides flexibility within the scheme in terms of proposals regarding retail range and healthy food options. The Proposed Development includes a local food store (as detailed in Chapter 7: Socio-economics, Stantec, 2025), which will offer access to fresh and healthy produce for both new and existing residents. The Site comprises KFC, an unhealthy food option hot food takeaway that will be taken away as a result of the development.	

Access to Healthy Food
Provision of healthy food options in direct proximity to the Site includes a hot food takeaway, although there are a range of supermarket and restaurant options within close walking distance as well.
Based on the above, the proposed development is considered to have a positive impact to this determinant.
Recommended mitigation or enhancement action
It is recommended to prioritise businesses and restaurants that offer healthy, local food options where possible.

6.9 Access to Work and Training

Access to Work and Training	
Q35. Does the proposal provide access to local employment and training opportunities including temporary construction and permanent 'end-use' jobs?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
Chapter 7: Socio-economics (Stantec, 2025) estimates that the Proposed Development will support approximately 442 gross person-year equivalent (PYE) jobs during the construction phase. Using the industry standard conversion of 10 PYE to 1 full-time equivalent (FTE) job, this equates to around 44 temporary FTE construction jobs. The 44 gross temporary construction FTEs supported by the Proposed Development are expected to create approximately 19 FTE (186 net per year equivalent jobs) in Reading and 60 FTE (597 net additional per year equivalent jobs) in the UK over the construction period within the assessed Labour Market Study Area. This is considered to represent a minor/negligible beneficial significance. In the operational phase, the Proposed Development would generate the following job creation and losses⁶: - Local food store – This will support 91 FTE jobs - Other retail / takeaway – This will support 32 FTE jobs This results in a gross total of 123 FTE operational jobs. The operational phase of the Proposed Development is predicted to support 39 net additional on-site operational jobs in Reading. Taking into the account the loss of an estimated net 30 FTE associated with the loss of existing commercial space on the site, there will be nine net jobs created in Reading. This is assessed as a minor beneficial significance. Taking both construction and operational phases into account, the Proposed Development is expected to have a positive impact in terms of employment and socio-economic contribution.	
Recommended mitigation or enhancement action	

⁶ For the purposes of this analysis, The Socioeconomics Chapter's Section 7.4.31 assumed that commercial spaces accommodate retail uses as is typical at ground floor below residential developments. Hence, 'local food store' and 'other retail / takeaway' has been used.

Access to Work and Training	
It is recommended that at RMA stage that a Local Employment Strategy is produced.	
Q36. Does the proposal provide childcare facilities?	
Relevance	Impact
☐ Yes ☒ No ☐ N/A	☐ Positive ☒ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The proposal does not provide childcare facilities. For further information on childcare and/or nursery provision, see question 10. It is expected that the Proposed Development will have a negative impact with respect to this determinant.	
Recommended mitigation or enhancement action	
Secondary mitigation contributions regarding childcare facilities should be considered at RMA stage to address any required mitigation measures. As detailed in the Socioeconomics Chapter, additional mitigation will be required in the form of financial contributions to offset provision.	
Q37. Does the proposal include managed and affordable workspace for local businesses?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☐ Positive ☐ Negative ☐ Neutral ☒ Uncertain
Details/Evidence	
As this is in outline stage, managed and affordable workspace for local businesses have yet to be determined. Therefore, impacts of the Proposed Development regarding this determinant are uncertain.	
Recommended mitigation or enhancement action	
Further consultation with RBC should occur RMA stage to establish appropriate provision of managed and affordable workspace for local businesses.	
Q38. Does the proposal include opportunities for work for local people via local procurement arrangements?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
As detailed in Chapter 7: Socio-economics (Stantec, 2025), the operational phase of the Proposed Development is predicted to support 9 net additional FTE operational jobs in Reading. During the construction phase, the Proposed Development is expected to support approximately 19 FTE (186 net per year equivalent jobs) in Reading. The Socioeconomics Chapter assesses this to be of minor beneficial significance at both construction and operational phases.	

Access to Work and Training
Therefore, it is expected that the Proposed Development will have a positive impact with respect to this determinant.
Recommended mitigation or enhancement action
It is recommended that at RMA phase, a Local Employment Strategy for construction and operation is included. For example, a percentage threshold for recruiting locally for construction jobs should be determined.

6.10 Social Cohesion and Inclusive Design

Social Cohesion and Inclusive Design	
Q39. Does the proposal consider health inequalities by addressing local needs through community engagement?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☐ Positive ☐ Negative ☐ Neutral ☒ Uncertain
Details/Evidence	
The Statement of Community Involvement (2023) sets out the strategy undertaken for consulting the local community regarding the proposals. It seeks to engage perspectives of all members of the community through online public consultation events, meetings with local ward members, online engagement, liaising with officers at Reading Borough council, holding stakeholder meetings, and more. Feedback from the SCI includes feedback from stakeholders regarding concern for health services as a result of new homes built. This needs to be considered during the consultation period. Therefore, we assess that the impact of the Proposed Development is uncertain with respect to this determinant.	
Recommended mitigation or enhancement action	
Further engagement is recommended at RMA stage with community as well as healthcare stakeholders to understand how detailed design can respond to existing health inequities.	
Q40. Does the proposal connect with existing communities, i.e., layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
As detailed in the Transport Assessment (Stantec, 2025), the Site is located to encourage walking for the residents due to employment centres in the area. Reading has a well-established cycle network, with the Site within proximity locally designated cycle routes. Reading is located on the Kennet & Avon canal and River Thames (both north of the Site), which is an important local area for recreation. The Site will include a new area of open space and enhance	

Social Cohesion and Inclusive Design	
the frontage to the Kennet & Avon Canal, including a buffer zone to the top of the canal bank to reflect its wildlife significance, and encourage social engagement in public spaces.	
Therefore, it is expected that the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
The potential to provide a local food centre and retail space gives opportunity to serve and represent communities in and around the Site. A local food centre should consider community needs, including the 24.2% of the population identifies as Asian, Asian British or Asian Welsh. Of this total, 67.0% identify as Indian, Bangladeshi, or Pakistani while 10.1% identify as Chinese (2.5% of total LSA population). By providing foods and services that cater to relevant cultural backgrounds within the LSA, positive health impacts can be encouraged such as healthy eating and greater community and social engagement.	
Q41. Does the proposal include a mix of uses and a range of community facilities?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The proposal is mixed use in nature and features residential, retail, and public open space provision that will be open for community activity use. In addition, it is within close walking distance to a strong range of community facilities, as detailed in Q40 above and in the Transport Assessment (Stantec, 2025). Therefore, it is expected that the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
At RMA stage, we recommend further engagement with local stakeholders and the Reading Borough Council to establish relevant, specific community uses on the Site.	
Q42. Does the proposal provide opportunities for the voluntary and community sectors?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☐ Positive ☐ Negative ☐ Neutral ☒ Uncertain
Details/Evidence	
As the occupiers of the buildings are not yet known it is not possible to assess the opportunities for voluntary and community sectors. Therefore, the impacts of the Proposed Development are uncertain with respect to this determinant.	
Recommended mitigation or enhancement action	
It is recommended to pursue ongoing public engagement to support this objective as these organisations can offer invaluable services supporting community wellbeing and health that are not addressed by the state or private sector.	

Social Cohesion and Inclusive Design	
Q43. Does the proposal take into account issues and principles of inclusive and age friendly design?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
Inclusive design measures promoted and encouraged within the design code. This includes design ramps provided between Forbury Road and the Site with no staired access required. The Site will provide accessible parking of 3 disabled spaces or 5% of total capacity for each land use, whichever is greater. The following are examples of inclusive design that may positively impact those who are elderly and/or disabled: - As detailed by the Transport Assessment (Stantec, 2025), the internal layout of the Site is designed to allow ease of passage through the Site for pedestrians and cyclists. Only service vehicles and club cars will be able to access the Site's internal network. - There will be a lift to access the car park to allow ease of access to the car parking facilities. - Emergency vehicles will be able to access the residential portion of the Site through the eastern access point. Emergency vehicles will be able to access the internal paths of the Site through the service route. This has been designed to minimise the distance between the emergency vehicles and the residential tower blocks. Therefore, it is expected that the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	

6.11 Minimising the Use of Resources

Minimising the Use of Resources	
Q44 Does the proposal make best use of existing land?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
Most of the existing Site comprises buildings and hardstanding, consisting largely of retail and businesses. The Ecological Assessment Report (EAR) provides further details on Biodiversity on the Site. It assesses that given the limited ecological value of the Site, the measures which are to be implemented to protect the provision for biodiversity within the landscape design it is considered that the proposals are compliant with relevant legislation and planning policy at all levels. The landscape design for the Site seeks to retain existing trees as well as provide enhancements for biodiversity through the planting of a native species hedgerow along the northern boundary, inclusion of biodiversity roofs on the residential buildings and the provision of bird and bat boxes. These	

Minimising the Use of Resources	
measures will provide additional habitat for invertebrates and provide a foraging resource as well as roosting and nesting habitat for bats and birds. Furthermore, new open space provision and enhancements along the canal represent an improvement in use of existing hard standing land. This opens the Site to the Canal creating public access to green and blue assets that were not previously available. Within Chapter 7: Socio-economics (Stantec, 2025), the Proposed Development provides approximately 4% of the entire borough's housing requirement within the BLP period to 2036 (excluding completions and commitments). The affordable housing need is assessed as high in the Housing Market Study Area. Considering these factors, it is expected that the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
Ensure that the RMA meets or exceeds locals affordable housing requirements in the Proposed Development to ensure best use of existing land to address local needs, depending on viability.	
Q45. Does the proposal encourage recycling, including building materials?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
As detailed in Section 4.3 of the Energy and Sustainability Statement (Method Consulting, 2025), construction waste will be minimised via the implementation of a comprehensive construction management plan. The construction waste generated as part of the redevelopment will be segregated and monitored as per best practice, with suitable materials being recycled as part of this process, either to be reused on site or introduced back into the supply chain through recycling by a Licensed Contractor, therefore minimising the amount of waste being disposed of in landfill sites. Where waste will need to be disposed of, this will be done in line with the Waste Hierarchy, with as much as practicable being recycled, and the remainder being dealt with through a specialist waste contractor. Considering these factors, we expect the Proposed Development to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q46. Does the proposal incorporate sustainable design and construction techniques?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The Proposed Development will be built using materials with a low life-cycle impact, seeking to follow the Green Guide to Specification and incorporate A or A+ rated construction materials, where	

Minimising the Use of Resources
possible. This is detailed in section 4.6 of the Energy and Sustainability Statement (Method Consulting, 2025), According to the Energy and Sustainability Statement (Method Consulting, 2025), The Proposed Development will aim to minimise the waste produced from the Site during the construction phase. A comprehensive Construction Management Plan will be implemented from the outset of site works following the principles of the waste hierarchy. During construction, the main contractor will be required to register the scheme with the Considerate Constructors Scheme, and to operate with an ISO 14001 certificate for environmental management. Considering these factors, we expect the Proposed Development to have a positive impact with respect to this determinant.
Recommended mitigation or enhancement action
None.

6.12 Climate Change

Climate Change	
Q47. Does the proposal incorporate renewable energy?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
A range of features have been incorporated into the design of the Proposed Development to help increase the sustainability of the proposal, as detailed in section 3.8.2 of the Environmental Statement. This includes the following: - Target of achieving BREEAM 'Excellent' accreditation for non-residential buildings; - No combustion on-site, utilising renewable technologies including high efficiency heat pumps and supplementary PV. - Using materials with a low life-cycle impact, seeking to follow the Green Guide to Specification and incorporate A or A+ rated construction materials, where possible Therefore, it is expected that the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q48. Does the proposal ensure that building and public spaces are designed to respond to winter and summer temperatures, for example ventilation, shading, and landscaping?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain

Climate Change	
Details/Evidence	
As detailed above, a range of features have been incorporated into the design of the Proposed Development to help increase the sustainability of the proposal, outlined in section 3.8.2 of the Environmental Statement. Pertaining these subjects, this includes measures taken in the design and layout of the Site to increase natural daylight levels, reduce number of north-facing dwellings as far as possible, reduce overheating risk in summer and retain thermal energy from heating systems in winter. Considering these factors, it is expected that the Proposed Development will have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q49. Does the proposal maintain or enhance biodiversity?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
The landscape design for the Site seeks to retain existing trees as well as provide enhancements for biodiversity through the planting of a native species hedgerow along the northern boundary, inclusion of biodiversity roofs on the residential buildings and the provision of bird and bat boxes. These measures will provide additional habitat for invertebrates and provide a foraging resource as well as roosting and nesting habitat for bats and birds. Opening the Site to the Canal opens the public to green and blue assets that were not previously available. The Ecological Assessment Report (EAR) provides further details on Biodiversity on the Site. It assesses that given the limited ecological value of the Site, the measures which are to be implemented to protect the provision for biodiversity within the landscape design it is considered that the proposals are compliant with relevant legislation and planning policy at all levels. Considering these factors, we expect the Proposed Development to have a positive impact with respect to this determinant.	
Recommended mitigation or enhancement action	
None.	
Q50. Does the proposal incorporate sustainable urban drainage techniques?	
Relevance	Impact
☒ Yes ☐ No ☐ N/A	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain
Details/Evidence	
As detailed in Chapter 3: The Proposed Development (Stantec, 2025), the Proposed Development provides opportunities for the provision of sustainable drainage techniques. Surface water runoff will be managed through the use of Sustainable Urban Drainage Systems (SuDS). Hard landscaping specifications could also include permeable surfaces to further reduce the risk of flooding. Further SuDS are proposed in the form of blue roofs and site attenuation.	

Climate Change
Therefore, we expect the Proposed Development to have a positive impact with respect to this determinant.
Recommended mitigation or enhancement action
None.

7 Summary and Conclusion

- 7.1.1 This HIA has reviewed the Proposed Development to identify potential health impacts, demonstrate how health considerations have been incorporated into the proposals, and to identify opportunities for securing measures that could bring health and wellbeing enhancements to the future delivery and operation of the Proposed Development.
- 7.1.2 The method and scope of the HIA has been tailored to be proportionate to the scale and nature of the Proposed Development. The assessment makes use of the HUDU checklist (2017) and the HUDU rapid HIA tool (2019) to identify health impacts.
- 7.1.3 In total, the Health Impact Assessment (HIA) revealed 31 positive impacts, 4 negative impacts, 6 neutral impacts, and 9 uncertain impacts.
- 7.1.4 A review of the health characteristics of the local population has identified the following considerations:
- A high proportion of the LSA population being working age compared to borough and national averages;
 - An ageing population, with those aged 65 and above expected to grow by 8,539 (39.3%) by 2043;
 - A high proportion of older people living alone;
 - An Asian, Asian British, or Asian Welsh population of 24.2%, which is 2.5x the national average;
 - High prevalence of hypertension and depression;
 - Healthcare services operating over capacity in the surrounding area of the Proposed Development;
 - A higher proportion of adults who participated in active travel in the past year. A high economic activity rate, but a higher unemployment rate than regional average;
 - A high rate of bicycle theft, and violence and sexual offences as the most reported type of crime.
- 7.1.5 The HIA found that Proposed Development will deliver positive impacts including:
- Design is to be in accordance with Document M standards allowing ease of access and use of buildings, and age-friendly design;
 - The Proposed Development makes positive use of land, providing 5% coverage of the borough's housing requirement within the Reading Local Plan to 2036, including a range of housing sizes and opportunity to provide affordable housing depending on viability;
 - New areas of open space, and enhanced frontage to the Kennet & Avon Canal, and close proximity to children's play areas;

- The Proposed Development addresses the Healthy Streets indicators with ideal location for walking, ease of crossing, safety measures such as external lighting and secure access, and new open space provision;
- The Proposed Development is well connected to public transport, local services, and facilities, with close proximity to the Town Centre, local mall, and transport nodes. This will allow for greater community engagement and access to key services to improve health impacts;
- Walking and cycling is encouraged by the Proposed Development as it is ideally located and connected to local employment, open space, transport nodes, community infrastructure, and a strong cycle network;
- The Proposed Development will reduce the number of car trips generated from the site, permitting use of more sustainable travel modes that encourage greater outdoor physical activity, improved air quality, and can lead to improved health outcomes;
- Measures to design out crime include secure access to buildings and external lighting in the landscape design;
- The proposal provides positive local employment opportunities at both construction and operational phases;
- The Proposed Development provides opportunity for local healthy food options for local residents. The Proposed Development will support local jobs via its provision of commercial spaces, supporting the local labour market and subsequently generating positive associated health outcomes; and
- Biodiversity will be enhanced as a result of the Proposed Development, and opening of the Site to the canal will open the public to green and blue assets that were not previously available.
- The Proposed Development is designed respond to winter and summer temperatures by taking measures to increase natural daylight levels, to reduce number of north-facing dwellings as far as possible, and reduce overheating risk in summer and retain thermal energy from heating systems in winter;
- A range of features have been incorporated into the design of the Proposed Development to help increase the sustainability of the proposal, incorporate renewable energy into the design, and create energy efficient homes,

7.1.6 The HIA found that the Proposed Development creates potential for the following negative impacts:

- Strain to existing healthcare services due to the number of the number of new residents in the Proposed Development, estimated at 1,200 in the Chapter 7: Socio-economics (Stantec, 2025);
- The Proposed Development is expected to have effects of moderate adverse significance for early years education. However, residual effects are expected to be of minor adverse significance for early years assuming that additional mitigation is taken forward. Primary education effects are assessed to be of minor significance, and secondary education is judged to be of minor/negligible adverse significance, hence, no mitigation factors are carried forward.

- The Proposed Development allows the potential for unhealthy food options to take hold in commercial spaces;
- The proposal does not provide childcare facilities. Existing early provision is unlikely to be able to accommodate the uplift in demand that will arise from the Proposed Development;
- Human health is at significant risk during demolition and construction due to dust from on-site activities and off-site track-out by construction vehicles.

7.2 Mitigation and Recommendations

7.2.1 The following mitigation actions are recommended at the reserved matters application phase:

- Policy H5 of the Reading Local Plan is to be closely followed to consider the housing needs of older people and meet design criteria. It is recommended that residential blocks are designed to meet the standard that “all new build housing will be accessible and adaptable in line with M4(2) of the Building Regulations” at RMA stage.
- Percentage of affordable housing provided by the Proposed Development meets or exceeds local standards depending on viability;
- Financial contributions will be required to offset provision of early years, as outlined in the Socioeconomics Chapter;
- Financial contributions will be required to offset provision of healthcare facilities, as outlined in the Socioeconomics Chapter;
- Further engagement is recommended at RMA stage with community as well as healthcare stakeholders to understand how detailed design can respond to existing health inequities;
- Take further measures to encourage active modes of travel via behaviour change modelling and campaigning, and collaboration with relevant services and encourage to encourage active travel to work incentive schemes;
- To help address high rates of cycle theft, provide space for accessible and safe cycle storage in each of the residential units of the Proposed Development, in addition to ground floor cycle storage;
- Prioritise businesses and restaurants that provide healthy, local food options within the Proposed Development, where possible. By providing foods and services that cater to relevant cultural backgrounds within the LSA, positive health impacts can be encouraged;
- Further consultation with Reading Borough Council to establish appropriate provision of managed and affordable workspace for local businesses;
- Explore community uses through consultation with local authorities.

7.2.2 The following reports are recommended to accompany the submission of the Reserved Matters Application:

- Health Impact Assessment (HIA);
- Open Space and Play Assessment;
- Local Employment Strategy for construction and operation;

- Traffic Management Plan.

7.2.3 It is recommended to pursue ongoing public engagement to support voluntary and community sectors as these organisations can offer invaluable services supporting community wellbeing and health that are not addressed by the state or private sector.

Appendix A Site Location Plan



Do not scale from this drawing. All dimensions to be checked on site. All omissions and discrepancies to be reported to the Architect immediately

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Key

- Extent of Application Site
- Existing Retail Units

Notes

- All levels should be interpreted as AOD.

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

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Project
Forbury Retail Park

Title
Parameter Plan 03
Existing Site Levels Plan

Status
Planning

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number	Revision		
18111-SQP-ZZ-GF-DR-A-PL00003	P2		

Appendix B Open Space Provision

