
Appendix E: Archaeology and Cultural Heritage

South Wokingham Distributor Road Options Appraisal – Historic Environment Technical Note

May 2014

Introduction

This technical note presents the findings of a review of potential historic environment constraints associated with three aspects of the proposed South Wokingham Distributor Road scheme which comprise the following:

- Three proposed route options for the Proposed South Wokingham Distributor Road: Route Option A (including Route Option A Alternative Links A1, A2 and A3), Route Option B (including Route Option B Alternative Link B1) and Route Option C (including Route Option C Alternative Link C1);
- Six Local Study Areas where improved access across the railway is proposed; and
- Proposed improvements to Waterloo Road / Peacock Lane (Option D).

Figures A1a 'Overall Study Area and Environmental Constraints Plan' and Figure A5 'Waterloo Road / Peacock Lane Improvements Environmental Constraints Plan' present key archaeological features in relation to the scheme. These three aspects to the scheme are described in further detail below:

Proposed South Wokingham Distributor Route Options

- Route Option A – Route Option A starts at the A321 Finchampstead Road at the junction with Oakley Drive. It runs approximately west to east, immediately south of the railway and ends just North of the railway line, approximately 300m east of the crossing of Waterloo Road. The proposed route will cross Emm Brook, Public Rights of Way 9 and 10, Easthampstead Road and Waterloo Road.
- Route Option B – Route Option B begins in the same location as Route Option A, on the A321 Finchampstead Road at the junction with Oakley Drive, and runs broadly east, diverting south round the existing detention pond. The route also ends in the same location as Route Option A, just north of the railway line, and crosses the Emm Brook, Public Rights of Way 9 and 10, Easthampstead Road and Waterloo Road.
- Route Option C – This route runs broadly west to east, south of Route Options A and B. It also begins in the same location, on the A321 Finchampstead Road at the junction with Oakley Drive. Route Option C ends north of the railway, in the same location as Route Options A, B and the alternatives. Route Option C crosses the Emm Brook east of Chapel Green, Public Rights of Way 9 and 10, Ludgrove School private access, Heathlands Road, Easthampstead Road and Waterloo Road.

Alternative Alignments in relation to the Route Options

- Route Option A Alternative Link 1 – A link between Route Option B and Route Option A at Knoll Farm. This link provides an alternative route for Route Option A which does not require land from Knoll Farm.
- Route Option A Alternative Link 2 - Link between Route Option A and Route Option B to the west of the existing detention pond. This link provides an alternative route for Route Option A to the south of the detention pond which enables the Easthampstead Road junction to be located further south at the proposed Route Option B Easthampstead Road crossing.
- Route Option A Alternative Link 3 - Link between Route Option A and Route Option B. This link provides an alternative route from Route Option A passing through the existing detention pond to the proposed Route Option B Easthampstead Road crossing.

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- Route Option B Alternative Link B1 –This link provides an alternative more southern and straight alignment for Route Option B east of Tesco which does not require land acquisition from Knoll Farm.
 - Route Option C Alternative Link C1- Link between Route Option C to the south of the existing detention pond to Easthampstead Road, traveling down Easthampstead Road to re-join Route Option C. This link provides an alternative route for Route Option C to access Easthampstead Road which avoids the Ludgrove School private access and Heathlands Road crossings.

Local Study Areas

Six local study areas (A to F) have also been considered within this note and are identified on Figure A1b.

Footbridges across the railway are proposed at each location. These are likely to have steps and lifts/ramps to provide disabled access. For the purpose of this assessment, at each local study area potential constraints within the highway boundary for minimum of 150m north of the railway and 150m radius south of the railway have been identified.

- Local Study Area A is centred over the A321 Finchampstead Road, over the roundabout intersection with Oakley Drive, and is approximately 140m long.
- Local Study Area B is centred at the Knoll Farm, to the south of Gipsy Lane, and is approximately 60m long.
- Local Study Area C is centred at an existing footbridge over the railway line, to the south of Gipsy Lane, to the east of Local Study Area B, and is approximately 60m long.
- Local Study Area D is centred on the Easthampstead Road Level Crossing, and is approximately 70m in length.
- Local Study Area E is centred over the Waterloo Road Level Crossing, and is approximately 80m in length.
- Local Study Area F is approximately 340m in length, at the point of the South Wokingham Distributor Road roadbridge over the railway line, from below to a point approximately 150m north of the railway line.

Waterloo Road / Peacock Lane Proposed Improvements

The proposed improvements commence on the corner of Waterloo Road, just north of the woodland parcel to the west, and continue east along Waterloo Road and Peacock Lane until its cessation approximately 300m east of Easthampstead Park. All works are due to be completed within the highway boundary with the exception of works at the junction between Waterloo Road, Old Wokingham Road and Peacock Lane, where some additional land would likely be needed to the south west.

Definitions

Given the relative proximity of the proposed distributor road routes, six local study areas and improvements to Waterloo Road / Peacock Lane, which share some of the same existing baseline, they are herein collectively termed '**the overall study area**'. Where there are differences, they will be referred to as Route Option A, A1, A2 and A3, Route Option B and B1, Route Option C and C1, Local Study Area (A – F) and Waterloo Road / Peacock Lane improvements respectively.

In relation to the three route options where they share the same existing baseline, they will herein be referred to as '**the Site**'.

The term '**Local Study Areas**' will be used to refer to the six areas where work is proposed to improve access across the railway.

The advice presented within the summary of constraints at the end of this technical note must be considered both generic and preliminary at this stage and will need updating when more information becomes available regarding the likely infrastructure scenarios. For ease of reading, the constraints identified within this technical note are colour coded in relation to a 'traffic light system' according to their significance on the scheme. Below identifies the colour coding:

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- **Red** – Constraint to Development.
 - **Amber** – Constraint to Planning/Major Cost Implication
 - **Green** – Manageable constraint through scheme adaptation/mitigation measures/surveys (some cost implications).

Text left in black is not considered to represent any form of constraint and provides background information and/or recommendations to further avoid environmental impacts and/or to enhance the existing environment.

Methodology

The technical note has been prepared based on:

- A desk based review of existing information relating to the Historic Environment, available in the public domain;
- A review of available background historic environment research pertinent to providing a basis of appreciating the importance of the Historic Environment Record (HER) data; and
- A review of the current legislative and planning policy regime pertinent in determining the protections and interest in particular asset types.

The desk based review of existing information including aerial photographs and ordnance survey maps was undertaken in order to determine existing historic landscape features, historic landscape character, and potentially sensitive archaeological or built heritage receptors within or surrounding the Site.

The study area for the purposes of this assessment has been generally defined as a 1 km radius from the centre of the Site for statutory designated site searches, and 500 m radius search area for listed buildings (due to their more contained setting).

The report is broadly based on the methodology for site assessment found in the following best practice guidance documents:

- Institute for Archaeologists (IfA) Standards and Guidance for Desk Based Assessment 2012;
- IfA Standards and Guidance for Archaeological Advice 2012;
- English Heritage The Setting of Heritage Assets (2011); and
- English Heritage Seeing the History in the View: A method for assessing heritage significance within views (2011)

Desk Study

Potential Change to Historic Environment Assets

Consideration of historic environment assets encompasses both direct effects (in terms of loss or truncation of assets) as well as indirect effects (in terms of change to the setting of assets). The definition of the significance of effect is largely down to professional judgement given that a small disturbance of a highly important historic asset (such as a Scheduled Ancient Monument (SAM) or Grade I Listed Building) *may* result in a substantial impact, and conversely a large impact upon a historic asset of low importance *could* be considered an impact of low order.

The below table (Table 1: Risk Matrix) illustrates the decision making process which would be applied upon detailed consideration of a particular historic environment asset. Under prevailing planning policy at a national level, the National Planning Policy Framework (NPPF), the 'red' and 'amber' sectors would require some level of technical support in the form of appropriate cultural heritage mitigation.

Table 2 defines the criteria used to determine the magnitude of change assets are potentially subjected to.

Developments which would substantially impact upon an asset of national importance would be highly unlikely to receive planning approval even with support. As the scale moves down the grading criteria, planning permission will become increasingly likely with reduced levels of historic environment technical support.

Table 1: Risk Matrix for the Historic Environment

Asset Importance	Magnitude of Change	Major	Medium	Minor	Negligible
High (National): Includes Scheduled Ancient Monuments, Grade I Listed Buildings, Grade II* Listed Buildings, Grade II Listed Buildings, nationally designated Parks and Gardens		Development highly unlikely to be achieved	Development unlikely to be achieved without substantial mitigation	Development could proceed with sufficient mitigation	Minimal/no mitigation required
Medium (Regional): Includes Areas of Archaeological Importance, Conservation Areas, non - designated sites of moderate importance		Development unlikely to be achieved without substantial mitigation	Development could proceed with sufficient mitigation	Development could proceed with low level mitigation	Minimal/no mitigation required
Low (Local): Includes Locally Listed structures, locally designated Parks and Gardens, Areas of high archaeological potential on Local Plan Proposals Map, non - designated sites of low importance		Development could proceed with sufficient mitigation	Development could proceed with low level mitigation	Development could proceed with low level mitigation	Minimal/no mitigation required
Negligible		Minimal/no mitigation required	Minimal/no mitigation required	Minimal/no mitigation required	Minimal/no mitigation required

Table 2: Criteria Used to Determine Magnitude of Change

Scale	Magnitude of Change
High	Highly substantial loss of archaeological material (>60% by area) or loss of specific areas of material which contribute directly to the understanding of the asset concerned; or Circumstance within which it is not possible to determine the precise level of change in this way. Change to or loss of character of a built heritage asset (or change/loss of any scale which substantially affects the character). This can be both direct and indirect.
Medium	Moderate loss of archaeological material (>40% by area) or loss of small specific areas of material which contribute to the understanding of the asset concerned. Change to or loss of character of a built heritage asset (or change/loss of any scale which affects the character to the extent to which the contribution of the area is reduced). This can be both direct and indirect.
Low	Loss of archaeological material (>10% by area).

Scale	Magnitude of Change
	Change to or loss of character of a built heritage asset from an indirect source.
Negligible	No change.

Known Historic Environment Baseline

In relation to the Overall Study Area, the earliest reference to Wokingham dates from around the 8th century. Ditchfield (1890, 115) notes a Bull of Pope Constantine contained in the chartulary of the Abbey of Peterborough written between 708-715 that referred to the existence of a monastery somewhere in the territory of the Saxon Wokings. Ditchfield is not clear of the origins of the Woking and suggests that Woking and Wokingham are equally feasible.

Wokingham is not mentioned in the Domesday Survey of 1086. The Berkshire part of the parish formed a part of the manor of Sonning, then held by the Bishop of Salisbury. Wokingham has since remained a part of Sonning Manor (Ditchfield and Page 1923, 225-236).

Wokingham is an ancient borough, probably owing its origin to the market granted to the Bishop of Salisbury in 1219. The weekly market on Tuesdays granted to the bishop in 1219 was confirmed in 1227 and again in 1339. Two yearly fairs to be held on the vigil, feast and morrow of St. Barnabas and All Saints respectively were granted in 1258 (Ditchfield and Page 1923).

A number of Manors are recorded including Evendons which appears to have been a part of the Bishop of Salisbury's Manor of Sonning first mentioned in 1316 as Wokingham-cum-Yevyndon, Ashridge or Hertoke that was associated with the counties of Berkshire and Wiltshire mentioned in an inquest of 1281, the Manor of Beaches, originally part of the Manor of Sonning-traditionally took its name from the De La Beche family of the 14th century, Montague which is reputed to have been associated with the Wiltshire tithing of the 15th century and, Norreys Manor owned by the Norreys family who had founded a chantry in the church in 1443. The church of All Saints dates to the end of the 14th century on the site of an earlier church of the 12th century (Ditchfield and Page 1923).

By 1848, Wokingham is described as *"a market-town and parish situated within the prescribed limits of Windsor Forest, consisting of several streets irregularly built, meeting in a central area. Water is obtained from wells in abundance; the atmosphere is considered particularly salubrious, and the inhabitants are remarkable for longevity."*

The Berkshire Historic Environment Record provides additional information in relation to specific historic environment assets which are along or close to the potential routes. This enables an informed judgement as to what historic assets might be subject to change. Information from the Historic Environment Record is discussed below for a 1km buffer of the Study area.

Nationally Important Assets

Nationally important assets are those considered to be of high value/sensitivity and include designated heritage assets of the highest significance (as defined in NPPF Paragraph 132), including: Scheduled Monuments (SAMs); Listed buildings; protected wreck sites; battlefields; nationally designated Parks and Gardens. Non-designated heritage assets which would meet the criteria for these designations, but are not currently designated, would have also been included but none were identified.

These heritage assets have little ability to absorb change without fundamentally altering their present character. Table 3 below presents a summary of nationally important assets in relation to the Overall Study Area. There are no SAMs, protected wreck sites, battlefields, or nationally designated Parks and Gardens so these have not been included in the table.

Table 3: Summary of Nationally Important Assets

Junction	Asset	Grade I Listed Buildings	Gradell* Listed Buildings	Grade II Listed Buildings
Route Option A		N/A – None listed	<ul style="list-style-type: none"> ■ Locks Farm Outbuildings at Lucas Hospital 	<ul style="list-style-type: none"> ■ 68 Finchampstead Road, located immediately to the north of the junctions of options 1, 2 and 3 and Finchampstead Road.
Route Option A1	Henry Lucas Hospital and attached Water Pumps		<ul style="list-style-type: none"> ■ Locks Farm Outbuildings at Lucas Hospital 	<ul style="list-style-type: none"> ■ 68 Finchampstead Road, located immediately to the north of the junctions of options 1, 2 and 3 and Finchampstead Road. ■ Wood Farm is located 250m south of the railway along Easthampstead road. ■ Britton's Farm is located 200m to the west of Waterloo Road. ■ Barn at Britton's Farm
Route Option A2	Henry Lucas Hospital and attached Water Pumps		<ul style="list-style-type: none"> ■ Locks Farm Outbuildings at Lucas Hospital 	<ul style="list-style-type: none"> ■ 68 Finchampstead Road, located immediately to the north of the junctions of options 1, 2 and 3 and Finchampstead Road. ■ Wood Farm is located 250m south of the railway along Easthampstead road. ■ Britton's Farm is located 200m to the west of Waterloo Road. ■ Barn at Britton's Farm
Route Option A3	Henry Lucas Hospital and attached Water Pumps		<ul style="list-style-type: none"> ■ Locks Farm Outbuildings at Lucas Hospital 	<ul style="list-style-type: none"> ■ 68 Finchampstead Road, located immediately to the north of the junctions of options 1, 2 and 3 and Finchampstead Road. ■ Wood Farm is located 250m south of the railway along Easthampstead road. ■ Britton's Farm is located 200m to the west of Waterloo Road. ■ Barn at Britton's Farm
Route Option B	Henry Lucas Hospital and attached Water Pumps		<ul style="list-style-type: none"> ■ Locks Farm Outbuildings at Lucas Hospital 	<ul style="list-style-type: none"> ■ 68 Finchampstead Road, located immediately to the north of the junctions of options 1, 2 and 3 and Finchampstead Road. ■ Wood Farm is located 250m south of the railway along Easthampstead road. ■ Britton's Farm is located 200m to the west of Waterloo Road. ■ Barn at Britton's Farm

Junction	Asset	Grade I Listed Buildings	Graded* Listed Buildings	Grade II Listed Buildings
Route Option B1		Henry Lucas Hospital and attached Water Pumps	<ul style="list-style-type: none"> ■ Locks Farm Outbuildings at Lucas Hospital	<ul style="list-style-type: none"> ■ 68 Finchampstead Road, located immediately to the north of the junctions of options 1, 2 and 3 and Finchampstead Road. ■ Wood Farm is located 250m south of the railway along Easthampstead road. ■ Britton's Farm is located 200m to the west of Waterloo Road. ■ Barn at Britton's Farm
Route Option C		Henry Lucas Hospital and attached Water Pumps	<ul style="list-style-type: none"> ■ Locks Farm Outbuildings at Lucas Hospital	<ul style="list-style-type: none"> ■ 68 Finchampstead Road, located immediately to the north of the junctions of options 1, 2 and 3 and Finchampstead Road. ■ Outbuildings at Lucas Hospital located at the eastern end of Luckley Road ■ Garden Wall at Lucas Hospital
Route Option C1		Henry Lucas Hospital and attached Water Pumps	<ul style="list-style-type: none"> ■ Locks Farm Outbuildings at Lucas Hospital	<ul style="list-style-type: none"> ■ 68 Finchampstead Road, located immediately to the north of the junctions of options 1, 2 and 3 and Finchampstead Road. ■ Outbuildings at Lucas Hospital located at the eastern end of Luckley Road ■ Garden Wall at Lucas Hospital
Local Study Area A		N/A – None listed	N/A – None listed within the vicinity of the Local Study Area	N/A – None listed
Local Study Area B		N/A – None listed	N/A – None listed within the vicinity of the Local Study Area	N/A – None listed
Local Study Area C		N/A – None listed	N/A – None listed within the vicinity of the Local Study Area	N/A – None listed
Local Study Area D		N/A – None listed	N/A – None listed within the vicinity of the Local Study Area	N/A – None listed
Local Study Area E		N/A – None listed	N/A – None listed within the vicinity of the Local Study Area	N/A – None listed
Local Study Area F		N/A – None listed	N/A – None listed within the vicinity of the Local Study Areas	N/A – None listed
Waterloo Road/Peacock Lane Improvements		N/A – None listed	N/A – None listed within the vicinity of the Local Study Areas	N/A – None listed
Surrounding Area (1km buffer area)		N/A – None listed	The wider area contains a number of Listed Buildings such as No 80 Rose Street and No 31 Montague House and attached garden walls (both Grade II* Listed Buildings).	N/A – None listed

Regionally Important Assets

Regionally Important assets are those considered to be of of medium value include those which, while not of the highest significance, score well against the criteria for measuring heritage importance, including the Secretary of State’s criteria for Scheduled Monuments. These heritage assets would often be described as of regional importance. Table 4 below presents a summary of regionally important assets in relation to the Overall Study Area.

Table 4: Summary of Regionally Important Assets

Junction	Asset	Archaeologically Important Areas
Route Option A		<p>Located near the marked junctions the following is noted:</p> <ul style="list-style-type: none"> Multi phase activity is known within the wider study area. Around the area to the north of the study area a number of archaeological assets have been identified. These include crop marks identified on aerial photography and Mesolithic and Neolithic flint findspots
Route Option A1		
Route Option A2		
Route Option A3		
Route Option B		
Route Option B1		
Route Option C		
Route Option C1		
Local Study Area A		
Local Study Area B		
Local Study Area C		
Local Study Area D		
Local Study Area E		
Local Study Area F		
Waterloo Road/Peacock Lane Improvements		
Surrounding Area (1km buffer)		

Locally Important Assets

Locally important heritage assets comprise locally-designated assets (including buildings of traditional local character) and non-designated assets, which would normally be described as of local importance.

These heritage assets are tolerant of change without detriment to their character. Table 5 below presents a summary of locally important assets in relation to the Overall Study Area.

Table 5: Summary of Locally Important Assets

Junction	Asset	Buildings of local interest	Findspot/Site of archaeological interest
Route Option A		N/A – None listed	Multi-phase activity is known within the wider study area. Around the area to the north of the study area a number of archaeological assets have been identified. These included crop marks identified on aerial photography and Mesolithic and Neolithic flint findspots Route passes through Development Plan area of high archaeological potential 82 and is adjacent to archaeological area 59.
Route Option A1		N/A – None listed	
Route Option A2		N/A – None listed	
Route Option A3		N/A None Listed	
Route Option B		N/A None Listed	Route passes through Development Plan area of high archaeological potential 82
Route Option B1		N/A None Listed	
Route Option C		Ludgrove School	Route passes through Development Plan area of high archaeological potential 82 and lies to the north of area 57
Route Option C1		Ludgrove School	
Local Study Area A		N/A – None listed	
Local Study Area B		N/A – None listed	
Local Study Area C		N/A – None listed	
Local Study Area D		N/A – None listed	
Local Study Area E		N/A – None listed	
Local Study Area F		N/A – None listed	
Waterloo Road/Peacock Lane Improvements		N/A – None listed	
Surrounding Area (1km buffer)		N/A – None listed	The western end of the study area lies immediately adjacent to Development Plan area of high archaeological potential 59 and in south, lies adjacent to site 57.

Summary of Historic Environment Constraints

A summary of the potential historic environment constraints related to the three aspects of the proposed South Wokingham Distributor scheme are summarised below.

General Constraints relating to All Route Options

The following constraints are applicable to all three Route Options (A, B and C):

- All three Route Options pass close to, or within the setting of 10 listed buildings, including the grade II* Lock's House on Waterloo Road. The Site currently provides an agricultural and largely rural setting for the listed buildings which is also likely to provide some inter-visibility due to proximity (within 500m). The Options therefore have the potential to adversely affect the setting of the listed buildings;
- The study area for the proposed routes lie immediately adjacent to the Development Plan area of high archaeological potential Site 59 and 57. In addition, an area of high archaeological potential 82 falls within the north eastern extent of the Site (these sites are designated under policy TB25: and
- Potential for adverse effects to presently unknown buried archaeological assets.

Route Specific Constraints

Option A, A1, A2 and A3

- Potential change in the setting of an additional four grade II listed buildings (14 in total);
- Potential change in historic landscape character and loss of historic open space; and
- Potential adverse effects to unknown buried archaeological features.

Option B and B1

- Potential change in the setting of an additional five grade II listed buildings (15 in total);
- Potential change in historic landscape character and loss of historic open space.
- Potential adverse effects to unknown buried archaeological features

Option C and C1

- Potential change in the setting of an additional five grade II listed buildings (15 in total) and one grade I and one grade II* listed building;
- Potential change in historic landscape character and loss of historic open space;
- Potential adverse effects on Local Plan areas of high archaeological potential Site 82 (through which Option C passes) and Site 57 (close to which Options C and C1 pass); and
- Potential adverse effects to unknown buried archaeological features

Local Study Areas

Local Study Area A-F

- Potential change in historic landscape character and loss of historic open space.
- Potential adverse effects to presently unknown buried archaeological features

Waterloo Road / Peacock Lane Improvements

- Potential change in the setting of two listed buildings to the south (Lock's House and Locks Farm);
- Potential change in historic landscape character and loss of historic open space.
- Potential adverse effects to unknown buried archaeological features

Construction Phase

The construction activities involved as part of the proposed route options have the potential to disturb buried soil horizons within which archaeological assets might survive. Based on the results of the review of baseline evidence, the typical sources of effects (in the absence of mitigation) upon the main classes of archaeological assets can be characterised as follows in Table 6.

Table 6: Archaeological Effects Summary

Asset Type	Location/Scale	Main Period	Main Impacting Construction Process
Surface/Near surface remains	undetermined/localised	Potential for Prehistoric onwards, focus on Medieval and Post Medieval.	All construction activities.
Buried remains.	undetermined/localised	Potential for Prehistoric onwards, focus on Medieval and Post Medieval.	All construction activities.
Artefacts/ecofacts.	undetermined/localised	Potential for Prehistoric onwards, focus on Medieval and Post Medieval.	All construction activities.

During construction, potential effects on above ground heritage assets are likely to comprise negative temporary impacts on the settings of assets. The impacts on the setting of heritage assets are likely to be partly ameliorated by the shielding effect of the current street trees, vegetation and parks within the immediate environs.

The period and scale of these effects are outlined in Table 7 below.

Table 7: Built Heritage: Period and Scale of Effect

Potential Receptor	Option	Key Sensitivity	Variation contribution	of	Outcome
68 Finchampstead Road	Route Option A, B and C	Change of setting	Introduction of changes to junction layout		Reduction of setting horizon from current
Wood Farm	Route Option B and	Change of setting	Introduction of changes		Reduction of setting

	B1		to junction layout	horizon from current
Lucas Hospital	Route Option C	Change to setting	Introduction of changes to junction layout	Reduction of setting horizon from current
Outbuildings at Lucas Hospital	Route Option C	Change to setting	Introduction of changes to junction layout	Reduction of setting horizon from current
Garden wall at Lucas Hospital	Route Option C	Change to setting	Introduction of changes to junction layout	Reduction of setting horizon from current
Britton's Farm	Route Option B and B1	Change to setting	Introduction of changes to junction layout	Reduction of setting horizon from current
Barn at Britton's Farm	Route Option B and B1	Change to setting	Introduction of changes to junction layout	Reduction of setting horizon from current

With respect to buried archaeological deposits, it is considered that the proposed route options have some potential to result in the impact and loss of archaeological assets noted along the routes (particularly Option C)

These are not considered, at present, to be of over-riding importance to result in the need to substantially alter the principle of constructing the changes to the proposed routes.

A suitable programme of investigation and mitigation (as defined by the NPPF) is considered sufficient to allow the works to proceed in relation to areas of archaeological potential and unknown buried assets.

The built heritage assets are not considered to be in locations whereby the existing setting would be permanently harmed by construction processes. Typically, construction can proceed through measured and proportionate controls on traffic routes.

Operational Phase

It is anticipated that the proposed new routes will improve the traffic management system in the wider Wokingham area and this will subsequently have beneficial effects on the built heritage assets within the area. However, in future the roads within Wokingham are likely to see an increase in traffic generated by future proposed developments in the area.

Operational effects:

- Sections of road improvements may resulting in change to the setting of nearby assets; and
- Existing road sections may experience an increase in traffic in the future.

It is considered that the settings of Listed Buildings which would be subject to change in relation to the works could be mitigated against through the replanting of lost vegetation or trees and therefore would not be influenced by the predicted increase in future traffic within the Wokingham area.