

<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>	<b>Listed by:</b>
LB/2009/2588	9/8	Shinfield	Shinfield North	Cllr Chapman

<b>Applicant</b>	Mr D Wakefield, Donfield Homes
<b>Location</b>	Shinfield Lodge, Aphelion Way, Shinfield
<b>Proposal</b>	Change of Use of existing training college to two dwellings
<b>Type</b>	Listed Building Consent
<b>PS Category</b>	Other Developments PS Code23 – Listed Building consents (to alter/extend)
<b>Officer</b>	Hayley Butcher

**FOR CONSIDERATION BY** Planning Committee on 03.02.10  
**REPORT PREPARED BY** Head of Development Management

**SUMMARY**

This application is for the Change of Use of an existing training college into two dwellings, to include extensions to the Listed Building Shinfield Lodge.

The application site was historically a single residential dwelling before being taken over by the RAF for use as a base and used in connection with the Meteorological Office College. Throughout this time the main building was subject to a number of unsympathetic extensions and alterations to provide accommodation for the college.

Shinfield Lodge was later the subject of a planning application for the development of the surrounding land for new residential development (F/2004/3674). Permission was granted subject to submission and implementation of a satisfactory scheme to restore Shinfield Lodge. This was in the form of a subsequent planning application F/2006/9399 and application for Listed Building Consent LB/2006/9400 which proposed demolition of the 19<sup>th</sup> and 20<sup>th</sup> century extensions and to restore the use of the building to a single dwelling. This permission was only partially implemented with only the demolition work having been undertaken, and to date, Shinfield Lodge remains in a dilapidated state.

In the interest of the protection of the Listed Building a Section 106 agreement dated 21 May 2009 was agreed to ensure a time scale for Listed Building works to commence September 2009. However, this is as yet to be fully implemented and is not currently being pursued due to evidence of bats, a protected species, within Shinfield Lodge.

This application is before the Planning Committee as it has been listed by the Chair of Planning Committee as a matter of public interest.

**PLANNING STATUS**

- Grade II Listed Building

**RECOMMENDATION**

Listed Building Consent be GRANTED with the conditions set out below:

- 1.) The works for which this consent is granted shall be begun before the expiration of three years from the date of this consent.

*Reason: In pursuance of Section 51 of the Planning and Compulsory Purchase Act 2004.*

2.) No part of any building(s) hereby permitted shall be occupied or used until the Ha-Ha has been provided in accordance with the approved plans, unless otherwise agreed in writing by the Local Planning Authority. The Ha-Ha shall be permanently retained as approved thereafter.

*Reason: To ensure a satisfactory form of development and in the interest of visual amenity*

**PLANNING HISTORY**

A summary of the planning history for the site is listed below.

F/2004/3674	Conditional Approval granted for erection of 310 residential units on the surrounding land.
F/2006/9399 & LB/2006/9400	Granted permission to demolish 19 <sup>th</sup> and 20 <sup>th</sup> Century extensions and to restore the use of the building to that of a single residential dwelling.
VAR/2009/0982	Application to remove condition 17 of planning permission F/2004/3674 for the erection of 310 residential units which requires: <i>"Not more than 250 dwellings (or such lower number as constitutes 80% of the dwellings comprised in the development) shall be built and occupied until the scheme approved in respect of condition 16 has been implemented."</i> (Retrospective); and to vary condition 34 of planning permission F/2004/3674 which requires: <i>"The bus/emergency access onto Shinfield Road as shown on plan 2818/KOAK-TV/01C, shall only be used for buses except in emergency. Prior to commencement of development full details of the access arrangements (in particular vehicle control measures) shall be submitted to and approved in writing by the Local Planning Authority. Before the 250th dwelling is occupied, or as otherwise agreed with the LPA in writing, the bus/emergency access shall be provided in accordance with the agreed,"</i> to the following: <i>"Retention of the emergency access as shown on drawing KTV/E3123/100K"</i> .
F/2009/1496 & LB/2009/1497	Sub-division of Listed Building into seven one and two bedroom apartments with erection of single storey and two storey side extensions, plus associated car parking and amenity space.

**CONSULTATION RESPONSES**

Conservation:	No objection subject to condition(s)
Shinfield Parish Council	Objection on grounds of: Concerns relating to routing of construction traffic (Officer note: not a planning consideration); design concerns over mixed fenestration treatments, size of

The Georgian Group:	<p>extensions and design of garage doors and dormers; adequacy of parking provision; impact on bats; no demarcation of garden space; waste bins for refuse collection to front of property and foul sewerage disposal.</p> <p>No objection</p>
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### REPRESENTATIONS

Six letters of objection were received and are summarised as follows:

- Objection that the proposal is not the original permission for one dwelling (Officer Note - new application has to be considered on its merits);
- Impact of proposed extensions on Listed Building;
- Encroachment of extensions onto landscaped areas;
- Conflict with S106 Legal Agreement to start works;
- Overdevelopment of site;
- On-site clutter;
- Impact on surrounding character;
- Insufficient space retained around Lodge;

### APPLICANT'S POINTS

The applicants have set out the following documents in support of the application:

- Design and Access Statement;
- Schedule of Works;
- Landscaping and Hard Surfaces Plan;
- Location and Site Plan;
- Proposed Elevations;
- Proposed Plans.

### PLANNING POLICY

#### National Policy

PPG15 – Planning and the Historic Environment

#### The South East Plan

BE6 – Management of the Historic Environment

### PLANNING ISSUES

#### Principle of Development

1. In accordance with PPG15, alterations to listed buildings will only be allowed provided that there will be no adverse effect on the important character and special features of architectural interest.

#### Impact on Listed Building

##### *Extensions:*

2. Shinfield Lodge during its use by the RAF as a base and in connection with the Meteorological Office College was subject to unsympathetic extensions to the North and

South side elevations. Approval F/2006/9399 and LB/2006/9400, the approvals which neighbouring properties and Shinfield Parish Council would like to see implemented, included the demolition of these extensions and approved a large extension on the South side elevation of the Listed Building which housed a garage, workshops and storage.

3. Historic photographs dating back to 1904 show Shinfield Lodge originally had adjoining accommodation consisting of a stone paved conservatory on the North side elevation and a longer wing with linen room and servants' bedrooms located on the South side of the main house.

4. The proposed extensions to Shinfield Lodge follow this original idea with subservient extensions to the North and South side elevations with a double garage located in place of the original conservatory and a similar long subservient wing to the South. These extensions are of a similar scale and the South extension in particular retains the look of secondary accommodation to the main dwelling through simplified detailing such as smaller windows and a low roofline. In addition the extensions retain the character of the Listed Building through detailing such as: the hipped roof design; entrance canopy to the central passageway; chimney; and pillars to the front of the courtyard, but without attempting to create a carbon copy.

5. Concern has been raised with respect to the "lean-to" character of the South side single garage extension. The Georgian Group have commented on this point specifically saying that this is, in their view, *"not something which detracts from the Listed Building as it establishes a clear architectural hierarchy with the listed structure reading as a separate visual entity. A more formal architectural approach to the garage would compete with the formality of the Listed Building."*

6. It is considered that this is also true of the overall design of extensions to the Listed Building. With the above points in mind, therefore, it is considered that the proposed extensions do not detract from the Listed Building.

7. In line with the proposed extensions, which are considered acceptable in scale, the proposal is considered capable of housing two dwellings without having a detrimental impact on the important character of the Listed Building.

#### *Internal Layout:*

8. The proposed layout respects the character of the original dwelling with the Listed Building being retained as a single residential dwelling with ancillary/secondary accommodation in the form of a separate dwelling being contained within the South side extensions. A covered courtyard separates the two dwellings internally whilst retaining a visual link externally between the two. The separate residential dwelling therefore does not infringe on the important historical character of the main Listed Building and it is to be renovated to a layout and use which respects its original form.

#### *Details:*

9. Concern has been raised by Shinfield Parish Council regarding the mixed fenestration present in the proposal. The sash windows, with those on ground floor being without glazing bars, is noted in the Listing of the property, therefore, the historical significance of the mixed fenestration is demonstrated by the proposal. The windows in the proposed extensions respect this character also.

10. Concern has also been raised with respect to the dormers in the proposed South side extension. These are flat roofed currently but it has been suggested that pitched roofs on these would better integrate with the Listed Building. However, it is considered that the flat roof dormers, as discussed above, due to their subservient nature, do not detract, nor attempt to imitate the grandeur of the Listed Building, whilst their sash design does link them visually. Therefore, the proposed dormers in the South side extension are considered appropriate in context.

11. The provision of garage parking attempts to lessen the visual impact of parking across the frontage of the Listed Building. The garages can be conditioned to ensure they are retained for use solely as garage parking. Concern has been raised that the garaging will not be used by future residents. Aside from ensuring the retention of the garages as parking, the Local Planning Authority (LPA) cannot reasonably control the use of this any further. In spite of this, there is adequate parking within the application site for the use of two residential properties, in line with the Council's maximum parking standards.

12. Concern has been raised over the visual impact of the proposed garage doors. Again, stabling and ancillary outbuildings would not be inappropriate in the historical context of the Listed Building. In many ways the proposed garaging is reminiscent of this and as such is not considered to detract from the character of the Listed Building.

#### Landscaping:

13. The land retained for landscaping around Shinfield Lodge is considered sufficient to preserve the character of the Listed Building given the surrounding volume housing. Details have been submitted of proposed landscaping and hard surfaces. These details are considered acceptable by the Council's Landscape Architect subject to submission of details of proposed new planting, which will be secured via condition, should permission be granted.

14. Concern has been raised over a lack of demarcation of garden space by Shinfield Parish Council. PPG15 notes that special regard must be taken to preserve the setting of Listed Buildings which are often an essential part of the building's character. It is therefore considered essential that no demarcation be implemented into the proposal in order to retain the parkland setting of Shinfield Lodge and this can be retained with an appropriate condition. Instead the amenity space around Shinfield Lodge will be open plan and communal.

15. An internal courtyard is proposed which provides for the storage of waste bins as well as other household items resulting in less clutter about the application site which would detrimentally impact on the setting of the Listed Building. Concern has been raised by Shinfield Parish Council regarding waste bins being placed near the highway on collection days. Where bins are placed on collection days cannot be controlled via planning. However, as noted above provision is made for bin storage at all other times.

16. The rear boundary of the application site is to be marked by the construction of a Ha-Ha which will separate the area of Public Open Space from application site whilst retaining the open feel of the site. Details have been submitted as to the construction of the Ha-Ha on site which are considered acceptable and will be conditioned to ensure the implementation of the approved Ha-Ha.

#### Legal Agreement to Commence Work:

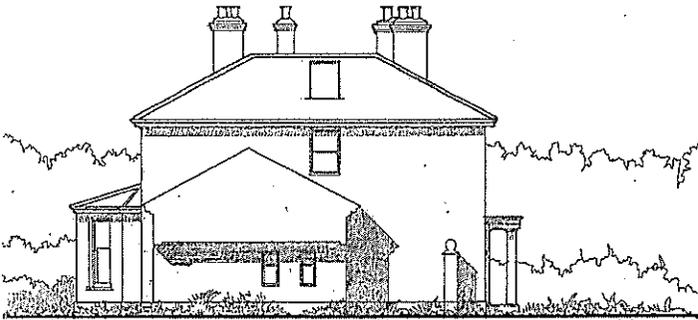
17. Included in the S106 Agreement is the requirement to commence Listed Building Works as detailed under application LB/2009/2588, within four calendar months of the date of the agreement, or such time as is reasonably agreed to by the Council in writing, and that these works be completed within eighteen months of the start date of works, or such time as is reasonably agreed to by the Council in writing. This replaces the previous S106 agreement.

#### **CONCLUSION**

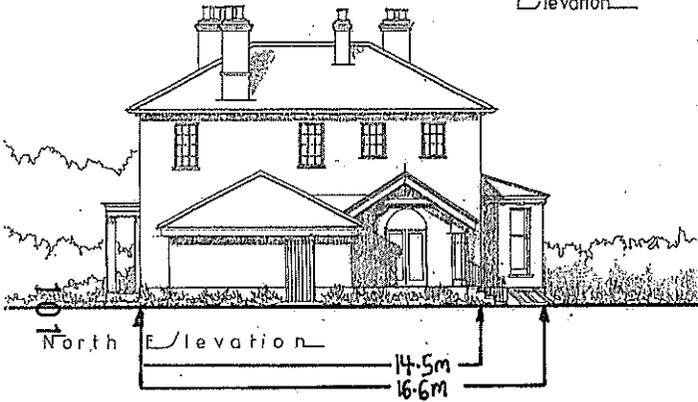
For the reasons outlined above the proposal is considered to comply with national and development plan policies and therefore is recommended for approval.

#### **CONTACT DETAILS**

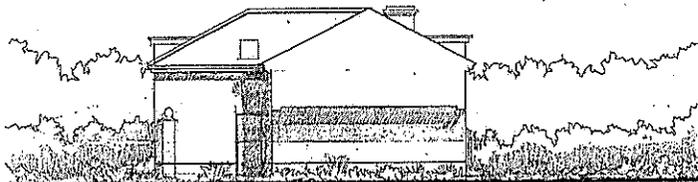
<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management	0118 974 6428 / 6429	development.control@wokingham.gov.uk



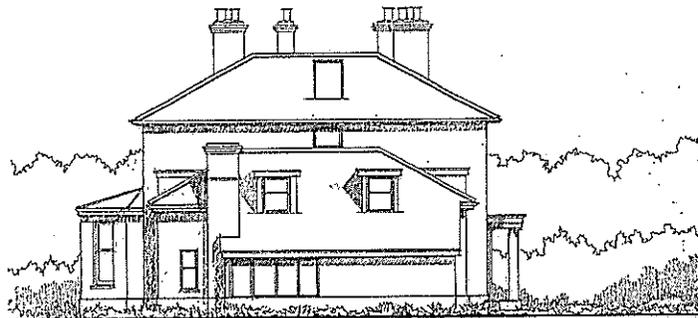
internal South  
Elevation



North  
Elevation  
14.5m  
16.6m



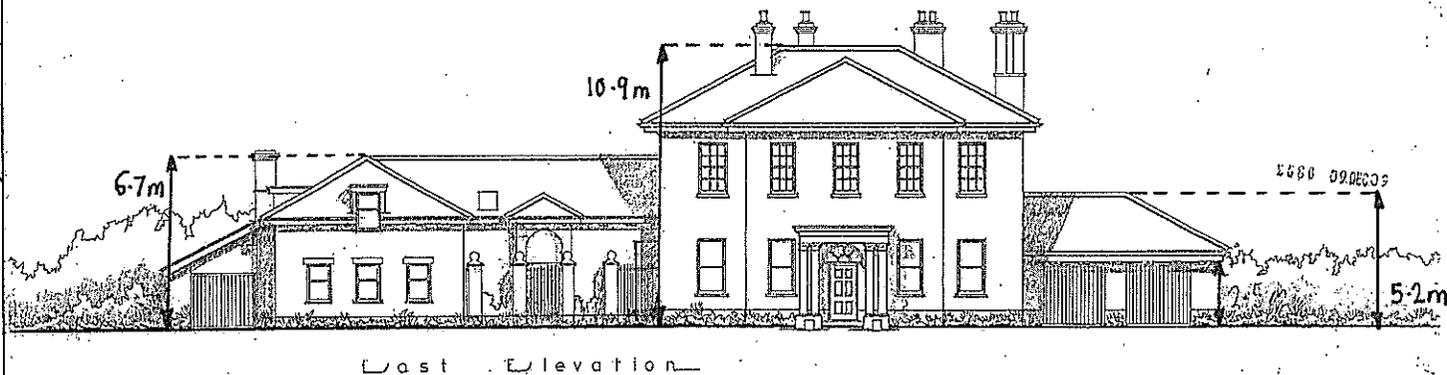
internal North  
Elevation



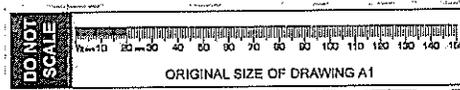
South Elevation



West Elevation  
41m  
14.2m



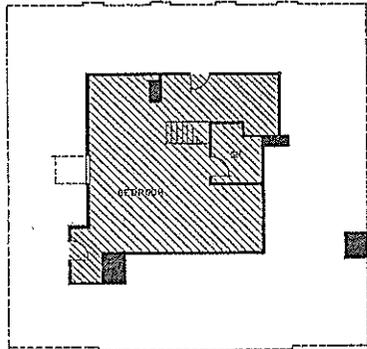
East Elevation



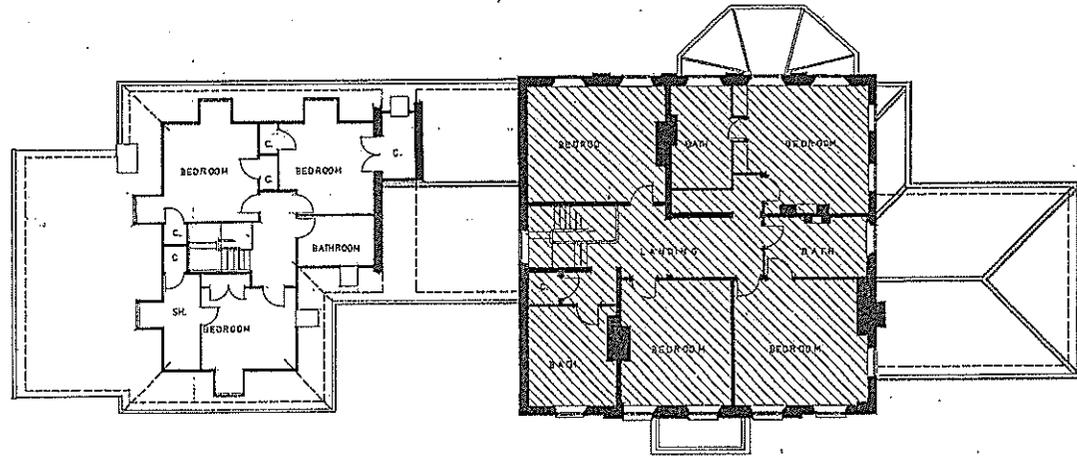
No dimension is to be scaled from this drawing. Contractors must check all dimensions on site before starting any work or shop drawings. All errors or discrepancies are to be reported to the Architect before commencing any work.

PROJECT "Shinfield Lodge" SHINFIELD PARK SHINFIELD READING		TITLE Proposed Elevations	
Scale	1 : 100	JOB NO.	8903
Drawn	S. C.	DATE	OCTOBER '09

CHAMBERLAIN ARCHITECTURE  
25 St Mary's Avenue, Purley on Thames, Reading, Berkshire, RG8 8BJ.  
Tel: 0118 375 3455

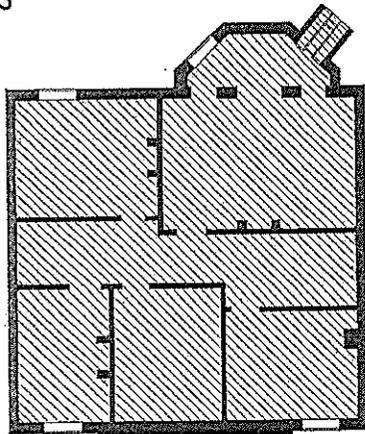


Attic Plan

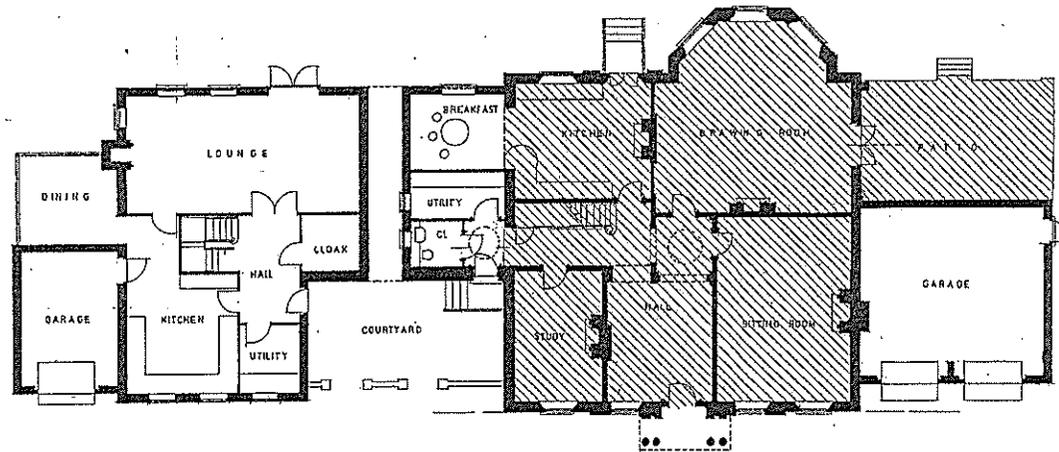


First Floor Plan

102

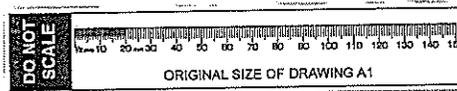


Basement Plan



Ground Floor Plan

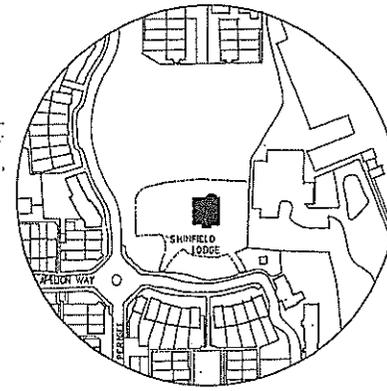
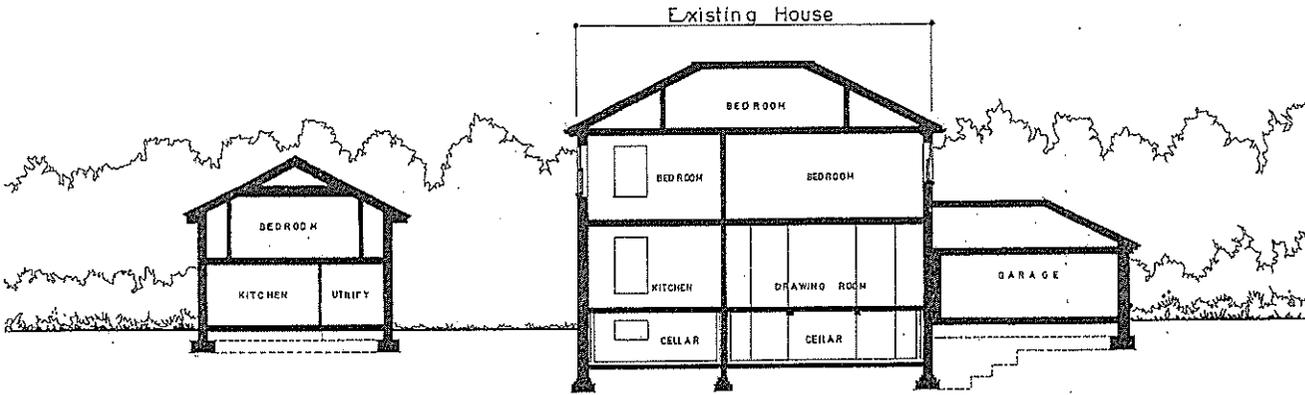
2586 09DEC09



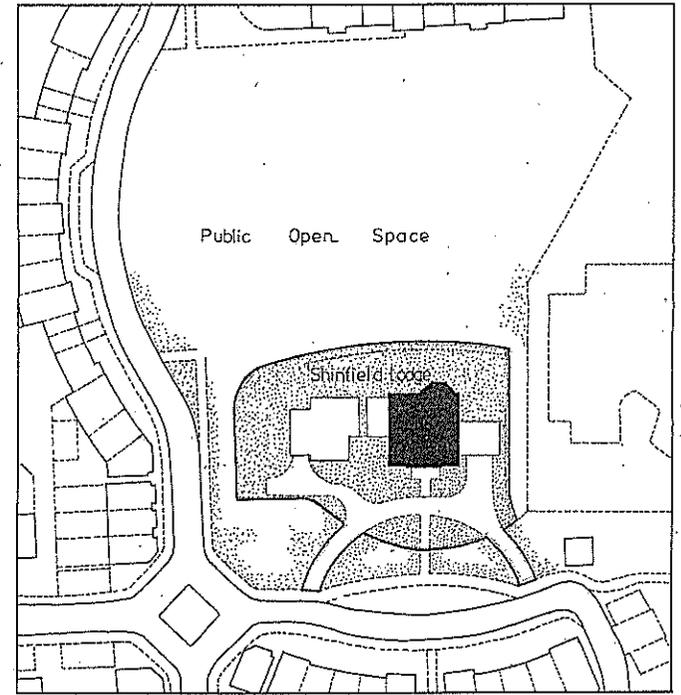
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PROJECT <b>'Shinfield Lodge'</b> SHINFIELD PARK, SHINFIELD, READING		TITLE <b>Proposed plans</b>	
Scale	S. C.	JOB NO.	ORIG. NO.
Drawn	1 : 50	<b>{003}</b>	<b>{}</b>
Date	OCTOBER '09		

**CHAMBERLAIN ARCHITECTURE**  
25 St Mary's Avenue, Purley on Thames, Reading, Berkshire, RG8 8BJ.  
Tel: 0118 375 3455

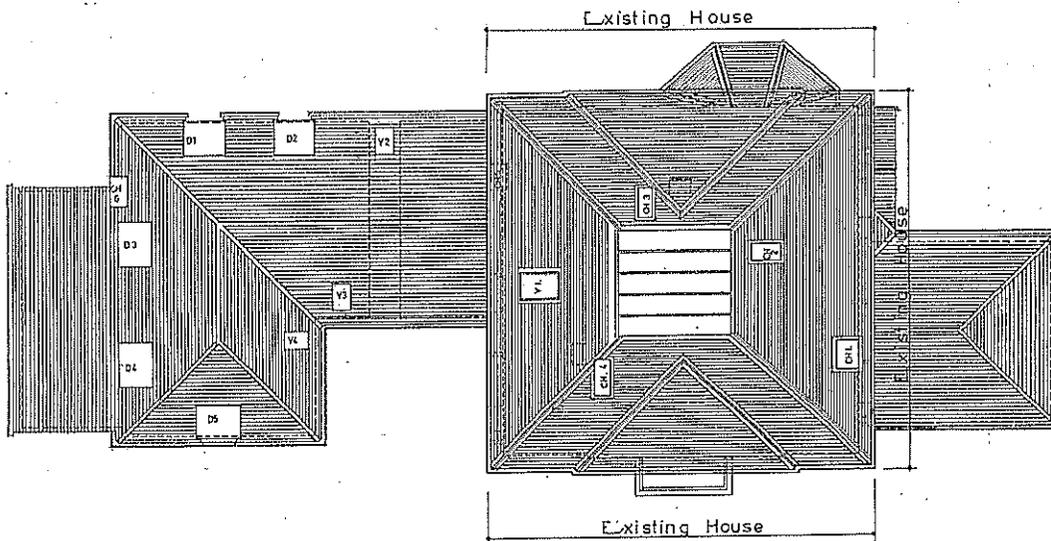


Location plan 1:1250



Site Plan 1:500

103



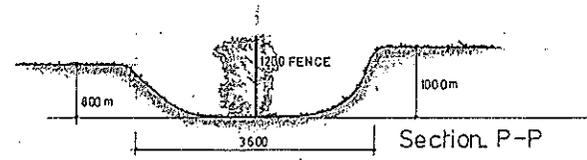
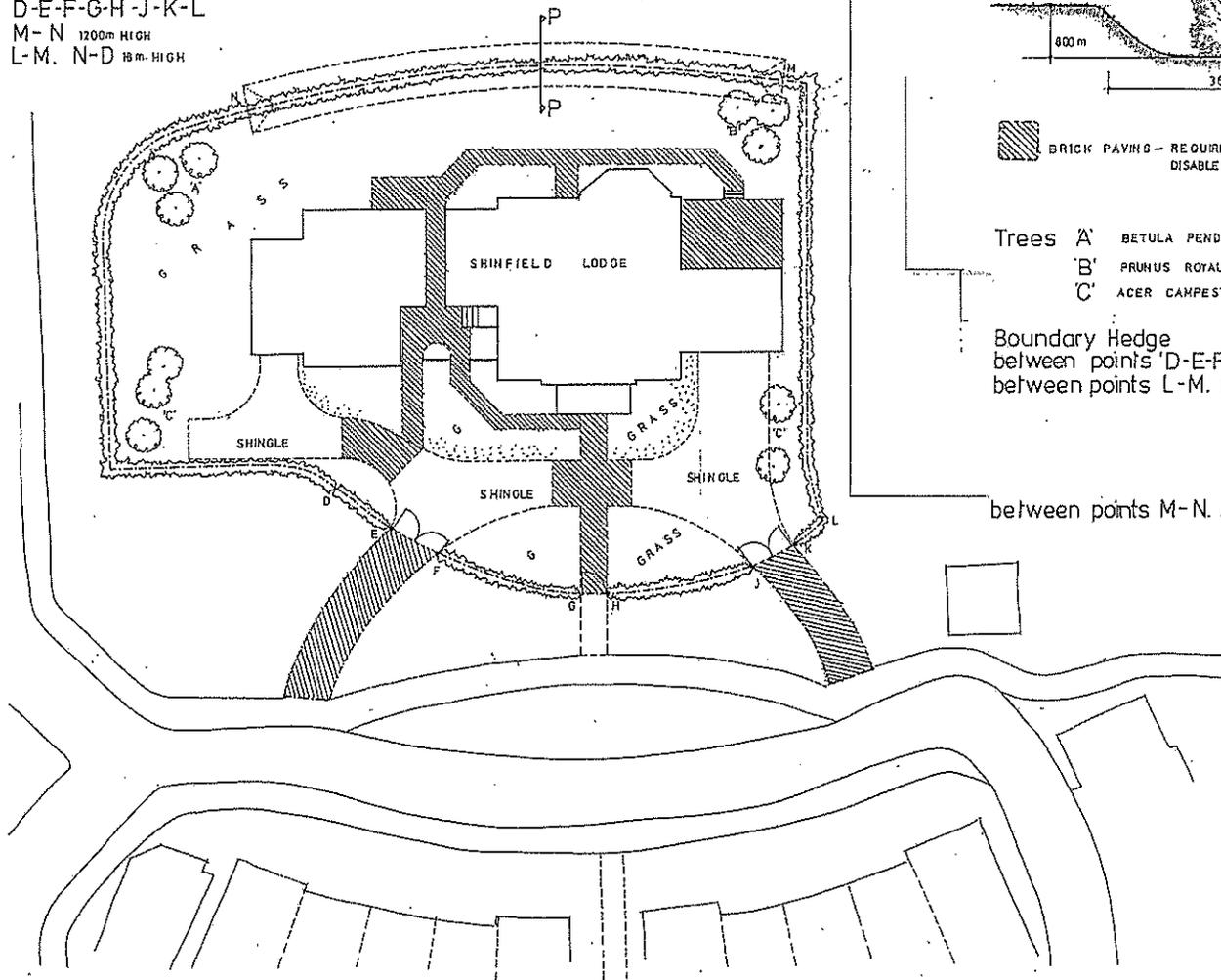
2586 090209



PROJECT 'Shinfield Lodge' SHINFIELD PARK, SHINFIELD, READING		TITLE Location and site plans	
Scale	1:200 1:1250	JOB NO.	8903
Drawn	S. C.	DRW. NO.	1
Date	OCTOBER '09		

CHAMBERLAIN ARCHITECTURE  
25 St Mary's Avenue, Purley on Thames, Reading, Berkshire, RG8 8BJ.  
Tel: 0118 375 3455

FENCING: JACKSONS 'EURO GUARD'  
 Between points D-E-F-G-H-J-K-L  
 M-N 1200mm HIGH  
 L-M, N-D 18m-HIGH



BRICK PAVING - REQUIRED FOR DISABLED ACCESS

- Trees A' BETULA PENDULA TRISTIS  
 B' PRUNUS ROYAL BURGUNDY  
 C' ACER CAMPESTRE FIELD MAPLE

Boundary Hedge  
 between points 'D-E-F-G-H-J-K-L' - LAURELIA 1.2m HIGH AT 1m SPACING  
 between points L-M, N-D  
 CRATAEGUS MONOGYNA 30%  
 CORYLUS AVELLANA 20%  
 UEX AQUILIFOLIUM 20%  
 PRUNUS SPINOSA 15%  
 SAMBUCUS VIGRA 5%  
 VIBURNUM OPULIS 10%  
 PLANTED AT 500mm STAGGERED CENTRES IN 2 ROWS  
 between points M-N. PRUNUS LAUROCERASUS ROTUNDIFOLIA  
 AT 1.2m H&H AT 1m SPACING

104

2550 090003



No dimension is to be scaled from this drawing. Contractors must check all dimensions on site before starting any work or shop drawings. All errors or discrepancies are to be reported to the Architect before commencing any work.

PROJECT <b>'Shinfield Lodge'</b> SHINFIELD PARK, SHINFIELD		TITLE Landscaping and hard surfaces plan	
Scale	1 : 250	JOB NO.	0003
Drawn	S. C.	DRG. NO.	17
Date	NOV '09		

CHAMBERLAIN ARCHITECTURE  
 25 St Mary's Avenue, Purley on Thames, Reading, Berkshire, RG8 8BJ.  
 Tel: 0118 375 3455



*Clerk: Mrs. J Barnes, Shinfield Parish Council, Shinfield Parish Hall, School Green,  
Shinfield, Berkshire RG2 9EH.*

*Tel: 0118 988 8220 Fax; 0118 988 8221*

*E-mail: [shinfieldparish@btopenworld.com](mailto:shinfieldparish@btopenworld.com)*

*[www.shinfieldparish.gov.uk](http://www.shinfieldparish.gov.uk)*

15 January 2010

Ms Hayley Butcher  
Case Officer  
Wokingham Borough Council  
PO Box 157  
WOKINGHAM RG40 1WR

[development.control@wokingham.gov.uk](mailto:development.control@wokingham.gov.uk)

Dear Ms Butcher

**Applications F/2009/2586 & LB/2009/2588: Shinfield Lodge, Shinfield Park**

May we request that the comments hereunder are taken to apply to both the applications specified above, relating to a key development in our parish with a long and controversial history. At a meeting of our Planning and Transportation Committee held earlier this week, it was resolved to record the following significant concerns about the proposals submitted:

- 1) A prime concern relates to matters of access, both during the construction phase and subsequent occupation. Aphelion Way has limited capacity and restrictive ownership and was not designed or intended to take construction traffic or more than that from an additional single dwelling. It is clear that a condition should be imposed to route all traffic during the construction phase via Citrus Drive and also the capacity for Aphelion Way to take the extra traffic from two additional and substantial properties be reviewed.
- 2) Our members had significant reservations about the proposed aesthetics and elevational treatment of a listed building which is the centrepiece of this major development of over 300 houses. It is essential that the integrity of this Georgian building is not compromised either externally or internally and we would call for a more sensitive balance of north and south wings, with certain other details such as the garage doors and dormer windows to be revisited. We continue to be critical of the mixed fenestration treatment with a mixture of styles in the detailing, but would defer to the recommendations of English Heritage on this aspect of the design.
- 3) The adequacy of parking provision causes us grave concern as this estate suffers significantly from under-provision with resultant social problems. Given current car-ownership levels in this area and the already over-congested surrounding estate road network, we call for realistic car parking facilities for these two substantial properties along with a stipulation by condition that the vehicle accommodation is for that purpose only. Overspill parking for the new residents and their visitors cannot be allowed to spread onto the surrounding estate roads which are already proving deficient.
- 4) We are aware of the presence of bats and gratified to notice that a bat survey accompanies this application and we call upon WBC to ensure that the appropriate recommendations are implemented.

*Shinfield Parish includes the rural communities of Grazeley, Ryeish Green,  
School Green, Shinfield Rise, Spencers Wood and Three Mile Cross.*

5) Another aspect of the proposals that caused our members some concern was the apparent absence of any delineation of garden space between the two dwellings. The Lodge curtilage is extremely restricted for two such substantial dwellings, but there appeared to be no demarcation of garden space.

6) Some concern has been expressed with regard to service provision particularly concerning waste disposal in terms of refuse collection. Once the RAF memorial gardens are established, the frontage of these properties onto Aphelion Way will become extremely sensitive with dustbins and recycling black-boxes constituting an unnecessary and offensive visual intrusion. There is also concern about the adequacy of the foul sewerage disposal.

7) Our final but significant concern is that due to the long history and sensitivity of the reinstatement of this very fine Grade II listed building in our parish which constituted the cornerstone of this privileged parkland development, it is essential for this application to be determined by the WBC Planning Committee. We understand that the local Borough Ward Councillor Norman Gould has sought a listing and we would fully support this request to enable local views to be expressed. We would further urge for a site visit to be arranged prior to the determination of officer recommendations, for committee members need to be fully acquainted with the immediate surroundings and general setting to make an informed judgement.

Yours sincerely,

Jacqui Barnes, Clerk

Copy: B/Cllr Norman Gould

Ref No	No weeks on day of Committee	Parish	Ward	Listed By:
F/2009/2624	7/8	Ruscombe	Remenham, Wargrave and Ruscombe	Councillor Kersley

**Applicant** Turner Brothers  
**Location** Land rear of 132 London Road, Ruscombe  
**Proposal** Proposed erection of a detached dwelling  
**Type** Full  
**PS** Minor (8 weeks)  
**Category**  
**Officer** Emily Temple

**FOR CONSIDERATION BY** Planning Committee on 03/02/2010  
**REPORT PREPARED BY** Head of Development Management

### SUMMARY

Existing Brownfield site currently the rear garden of 132 London Road, and is located within the settlement. The site is adjacent to appeal development O/2007/2771 and RM/2009/1171 for 14 dwellings. The immediate area is characterised by dwellings of varying scale and design. There are TPO'd trees around and at the entrance to the site. The application has been listed by Councillor Kersley for the reasons identified by the Parish Council (attached at the end of this report).

### PLANNING STATUS

- Category A Settlement
- Green Wedge
- Groundwater Protection Zone
- Great Crested Newt consultation zone

### RECOMMENDATION

Planning permission be GRANTED subject to the completion of the s106 Legal Agreement, and the conditions set out below:

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

*Reason: In pursuance of Section 51 of the Planning and Compulsory Purchase Act 2004.*

2) This permission is in respect of location plan and plan nos. 01, 02 and 03 received by the Local Planning Authority on 16<sup>th</sup> December 2009. The development hereby permitted shall be retained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To ensure that the development is retained in accordance with the approved details.*

3) Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of the building/s shall

Development shall be carried out in accordance with the approved details.

*Reason: To ensure that the external appearance of the building is satisfactory.*

4) No development shall take place (including demolition and site clearance) until full details of a protected reptiles contingency plan has been submitted to and approved in writing by the local planning authority. The plan shall include :

(a) Surveys at agreed periods during April May or September by an agreed expert.

(b) Details of appropriate mitigation measures and contingency plans should such reptiles be found to be present.

The plan shall be carried out as approved, unless otherwise approved in writing by the local planning authority.

*Reason: On the interests of a legally protected species*

5) Before any development is commenced, a scheme to deal with potential contamination of the site shall be submitted to and approved in writing by the local planning authority. The scheme shall include an investigation and assessment to identify the extent of any contamination and the measures to be taken to avoid risk when the site is developed. No building shall be occupied until the measures have been carried out and a validation report has been submitted to and approved in writing by the local planning authority.

*Reason: - to ensure any soil, gas or water contamination on the site is remedied to protect the existing/proposed occupants of the application site and/or adjacent land.*

6) The dwelling/building shall not be occupied until visibility splays of 2.0 metres by 2.0 metres, in accordance with 'Places, Streets and Movement' have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

*Reason: In the interests of highway safety and convenience.*

7) No other development of the site shall take place until the access has been constructed in accordance with the approved plans.

*Reason: In the interests of highway safety and convenience.*

8) No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans, unless otherwise agreed in writing by the Local Planning Authority. The vehicle parking shall not be used for any other purpose other than parking and the turning space shall not be used for any other purpose other than turning.

*Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.*

9) Before the development hereby approved commences a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and intended finished ground levels and finished floor levels shall be submitted to and approved in writing by the Local Planning Authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

*Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.*

10) Notwithstanding the provisions of the Town and Country Planning, (General

Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no additional windows or similar openings shall be constructed in the south side elevation of the building hereby permitted except for any which may be shown on the approved drawing(s).

*Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.*

11) Development shall not begin until drainage details, incorporating sustainable drainage principles and an assessment of the hydrogeological context of the development, have been submitted to and approved by the local planning authority, and the scheme shall subsequently be implemented in accordance with the approved details before the developments completed/occupied

*Reason: In the interests of the local drainage system*

**Informatives**

1) This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act dated **(INSERT COMPLETION DATE)** the contents of which relate to this development.

2) The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

3) If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.

4) Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.

**PLANNING HISTORY**

F/2009/1673 Application for the erection of 3 terraced properties refused due to overdevelopment, s106, lack of affordable housing, and impact on trees.

**SUMMARY INFORMATION**

Site Area	0.1Ha
Existing parking spaces	0
Proposed parking spaces	2+
Existing cycle spaces	0
Proposed cycle spaces	2+

## CONSULTATION RESPONSES

**Thames Water:** No Objection

**Access Officer:** No Objection

**Highways:** No Objection subject to conditions 6-8

**Environmental Health:** No Objection subject to condition 5

**Landscape:** No response received at time of writing; to be addressed in the Member's Update

**Ecologist:** No objection subject to condition 4

## REPRESENTATIONS

**Parish Council:** Objection due to :

- Overbearing, overlooking and loss of light to number 132
- Highway Safety/Increase in traffic movements
- Observations that a site level plan and tree report are required

**Local Member:** Listing request due to Parish Council objections above

**Local Residents:** 5 x letters of objection due to:

- Access via Northbury Lane/increased traffic movements
- Land ownership
- Site levels
- Impact to existing hedges and trees
- Noise, overlooking and loss of light to number 130
- No tree report submitted (*Officer Note: Report was submitted with application*)
- Plan does not show adjacent Banner Homes Developments (*Officer Note: Please refer to the submitted site layout plan which shows adjoining properties under construction*)

## PLANNING POLICY

### National Policy

PPS1 – Delivering Sustainable Development

PPS3 – Housing

### South-East Plan

SP3 – Urban Focus and Urban Renaissance

CC4 – Sustainable design and construction

CC6 – Sustainable Communities and Character of the Environment

CC7 – Infrastructure and Implementation

BE1 – Management for an Urban Renaissance

### Wokingham District Local Plan

WBE4 – Landscape and Planting

WBE5 – Trees and New Development

WR7 – Leisure Provision with New Residential Development

WIC8 – Provision of School Facilities with New Residential Development

### Wokingham Borough Local Development Framework – Adopted Core Strategy

CP1 – Sustainable Development

CP3 – General Development Principles

CP4 – Infrastructure Requirements

CP6 – Managing Travel Demand

Borough Design Guide – Residential

## PLANNING ISSUES

### Principle of Development:

1. The site is located in the designated settlement where residential development is acceptable subject to the impact on the character of the area and the amenity of the neighbouring properties.

### Impact upon character of the area:

2. The character of the area is set by a mix of dwellings in spacious plots with a larger development of 14 dwellings approved at appeal adjacent to this site. This proposal is more spacious in comparison to the adjacent development and more in keeping with the surrounding properties being at a lower density and more spaciouly set with 2-3m gaps to each side boundary and space to the front for soft landscaping. Although the property has a section of flat roof, the property would not be highly visible in the street scene due to its location at the end of an access road, and the provision of a catslide feature and subservient gable projection reduces the bulk. The site's area is also consistent with the character of the vicinity and is appropriate for the scale of the dwelling proposed. The density of 10dph is considered to be appropriate in this instance and would not result in an overdevelopment of the site. The rear garden at 28m in length is also considered to provide adequate private amenity space in accordance with the Borough Design Guide. Residents are concerned as to the use of the existing access along Northbury Lane for the Banner Homes development. The highways implications of this will be discussed in more detail below, but the Borough Design Guide at section 1.1.1 resists the creation of new access driveways for infill development (in this instance from London Road) as it leads to the breakdown of the street scene. As such, the proposal is considered to have an acceptable impact upon the character and appearance of the area.

### Impact on neighbouring amenities:

3. There is over 30 metres to number 132 and 130 London Road, and over 40 metres to the Walnut Tree Close properties. Plots 5-11 on the adjacent site have stepped gardens as the site is on a higher level to the London Road properties. The application site level is approximately 5m higher than the London Road properties. The Borough Design Guide requires a 22m back to back distance for two storey properties and 26m for three storey dwellings. Given the change in levels, a minimum 26m is considered appropriate in this case as the relationship to the London Road properties would be similar to that of a three storey property. As such, the proposed distance in excess of 30m is considered acceptable to protect against overlooking, overbearing and loss of light. However, to ensure control over this aspect, it is considered appropriate to impose a levels condition (condition 9) and restrict further windows in the side elevation (condition 10). The distance in excess of 40m to Walnut Tree Close is above the minimum 14m and so is also acceptable.

4. The 13 metre distance to the new dwellings on the adjoining site, in particular Plot 12, accords with the 12m minimum set by the Borough Design Guide, and the impact would also be mitigated by the mature conifer hedge which is proposed for retention.

5. Other matters which have been raised with regard to boundary responsibility and ownership are civil matters to be dealt with outside the planning system.

### Impact upon Highways:

6. The Highways officer has not objected to the proposal as the proposed access

accords with the relevant visibility requirements and the scale of development is not significant enough to result in conflicting highway movements. The proposed parking provision also accords with Highway Standards for a dwelling of this scale. As such, this element is considered acceptable.

Impact on Ecology:

7. Although the site is within 500m of a known Great Crested Newt breeding pond, it is separated by residential development. The Council's Ecologist has raised no objection to the development, subject to a condition (number 4). As such this element of the proposal is acceptable.

Impact on Trees and Landscaping:

8. At the time of writing the consultation from the Tree and Landscape team had not been returned. As such, this element will be addressed in the Member's Update. In response to resident's concerns, a Tree Report and Arboricultural Implications Assessment has been submitted for the Tree and Landscape team's consideration.

Service, Amenity and Infrastructure s106 contributions:

9. As of 6 June 2006 the Council adopted revised thresholds for service, amenity and infrastructure contributions as facilitated by Policy CP4 of the Core Strategy. The new threshold results in any net gain in dwellings becoming the subject of consideration for contributions related to the impact of that scheme on the local services and amenities. The proposal for a single 5 bedroom dwelling results in the requirement for the following contributions:

Libraries: £229.27

Highways: £6,500

Leisure: £3,471.94

Education: £16,142

Affordable housing is not required in this instance as the proposal is beneath the threshold at only 1 dwelling, and also is not the same developer as the adjacent development. Therefore, subject to the completion of a s106 agreement by the 8 week deadline the proposal is acceptable in this respect.

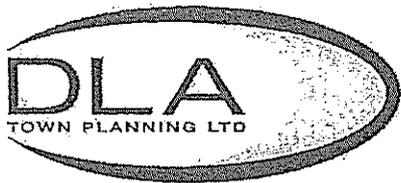
**CONCLUSION**

It is considered that the proposal is not harmful to the character of the area or the amenity of neighbouring residents. Pending the consultation from the Trees team, the proposal accords with the policies contained within the Core Strategy and national policy. This application is therefore recommended for conditional approval.

**N.B. All reports seek to identify environmental, community safety, customer care and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported**

**CONTACT DETAILS**

Service	Telephone	Email
Development Management	0118 974 6428 / 6429	development.control@wokingham.gov.uk



**CHARTERED TOWN PLANNERS**

5 The Gavel Centre, Porters Wood, St Albans, Herts, AL3 6PQ

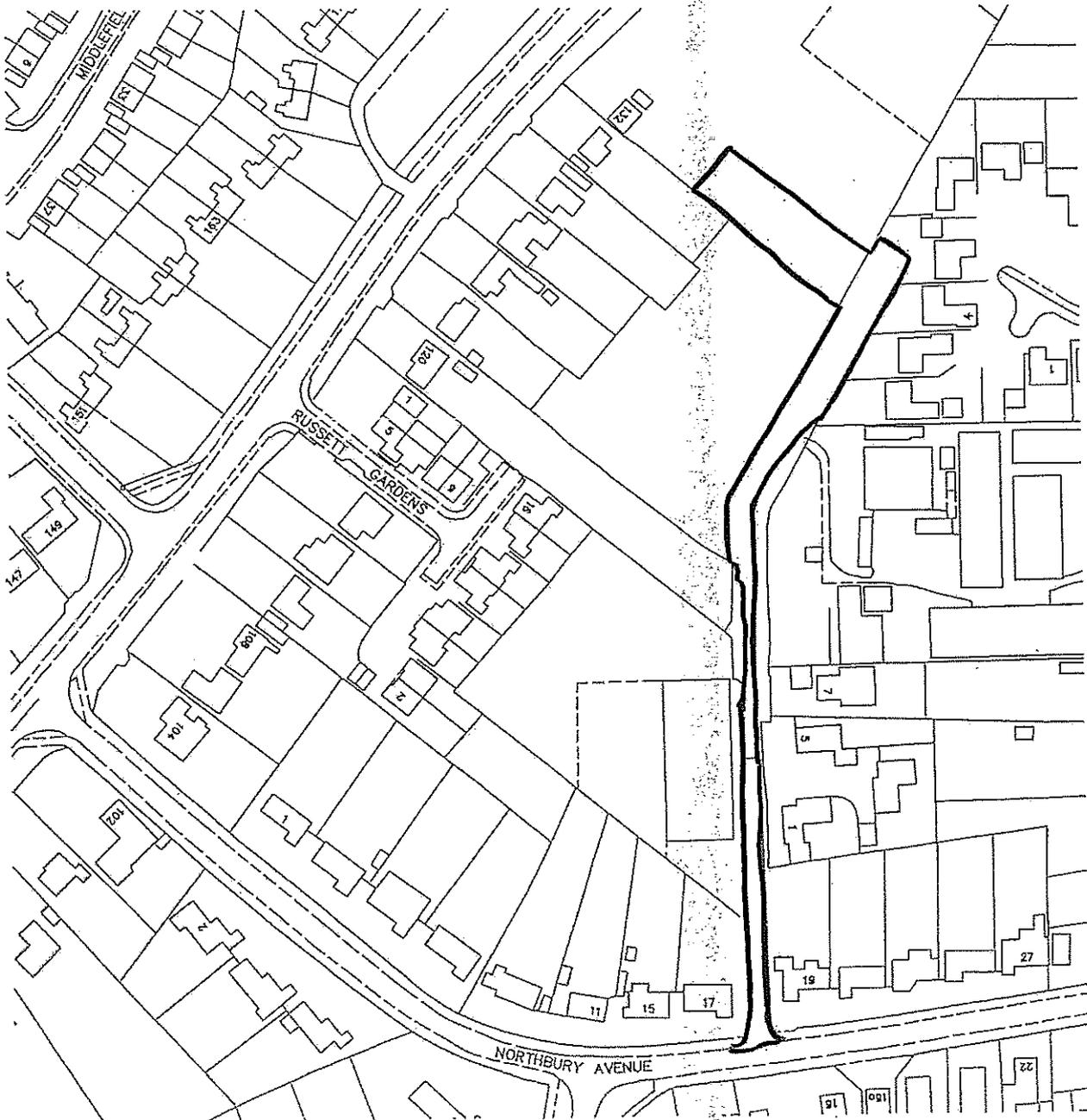
Tel: 01727 850907 Fax: 01727 850918

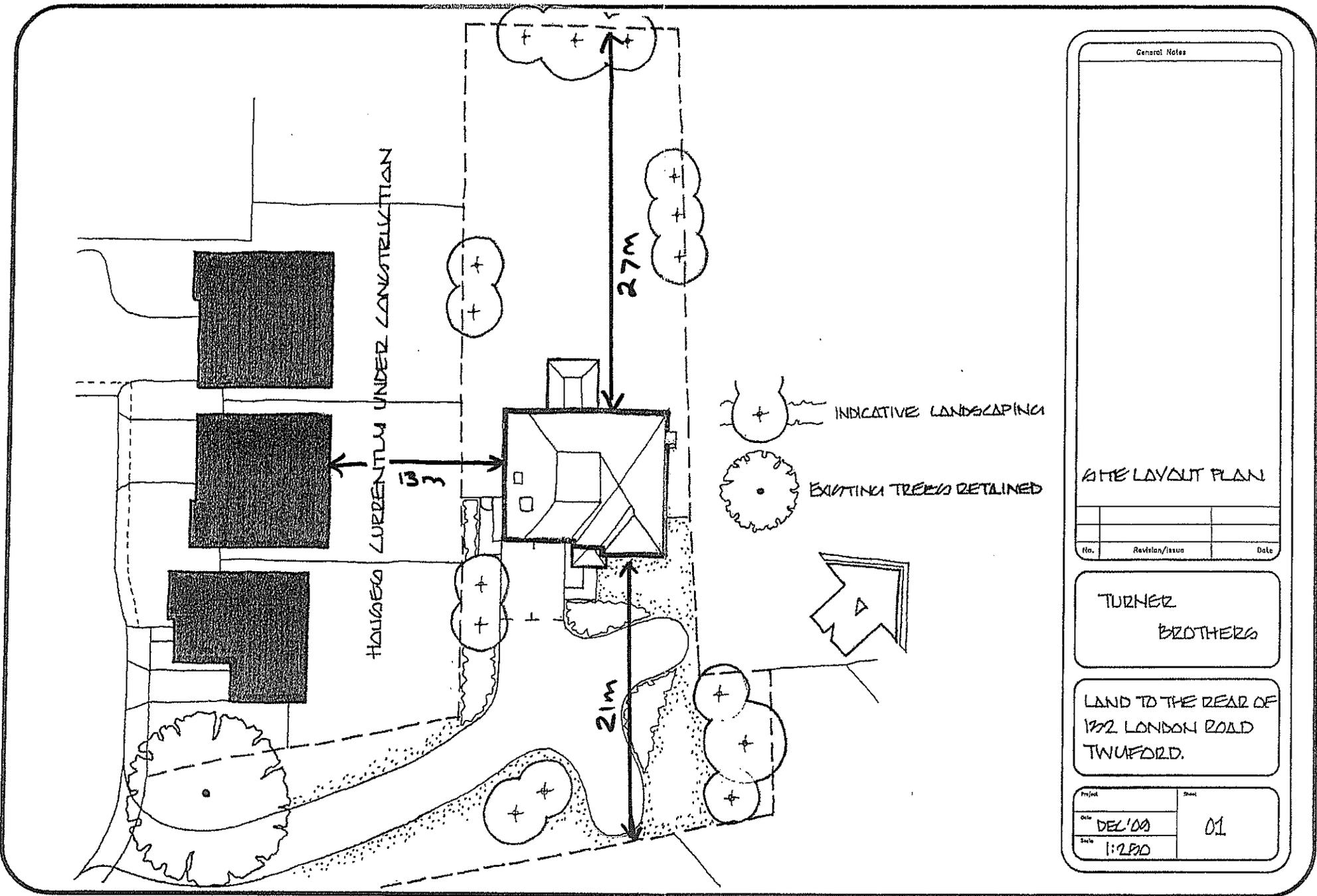
dlaoffice@dlatownplanning.com www.dlatownplanning.com

2024 16 DEC 9

**Location Plan**

Scale 1:1250





General Notes

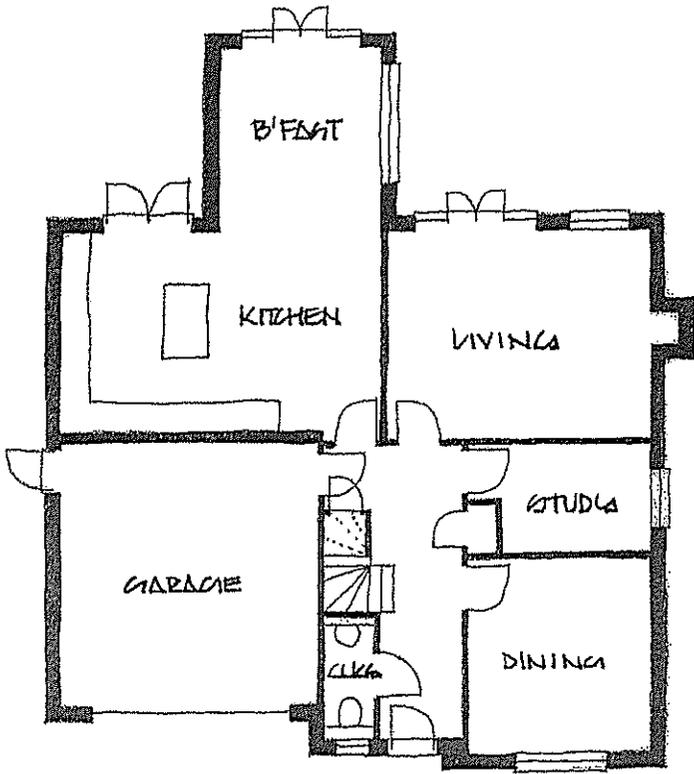
THE LAYOUT PLAN

No.	Revision/Issue	Date

TURNER  
BROTHERS

LAND TO THE REAR OF  
132 LONDON ROAD  
TWUFORD.

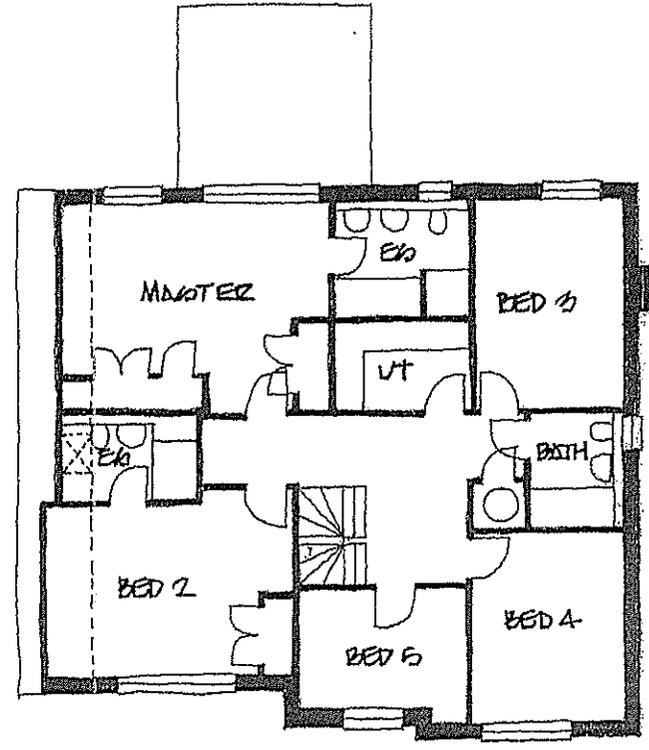
Project	Sheet
Date DEC '09	01
Scale 1:250	



GROUND FLOOR PLAN

← 12m →

11m



FIRST FLOOR PLAN.

15m

General Notes

FLOOR PLANS

No.	Revision/Issue	Date

TURNER BROTHERS

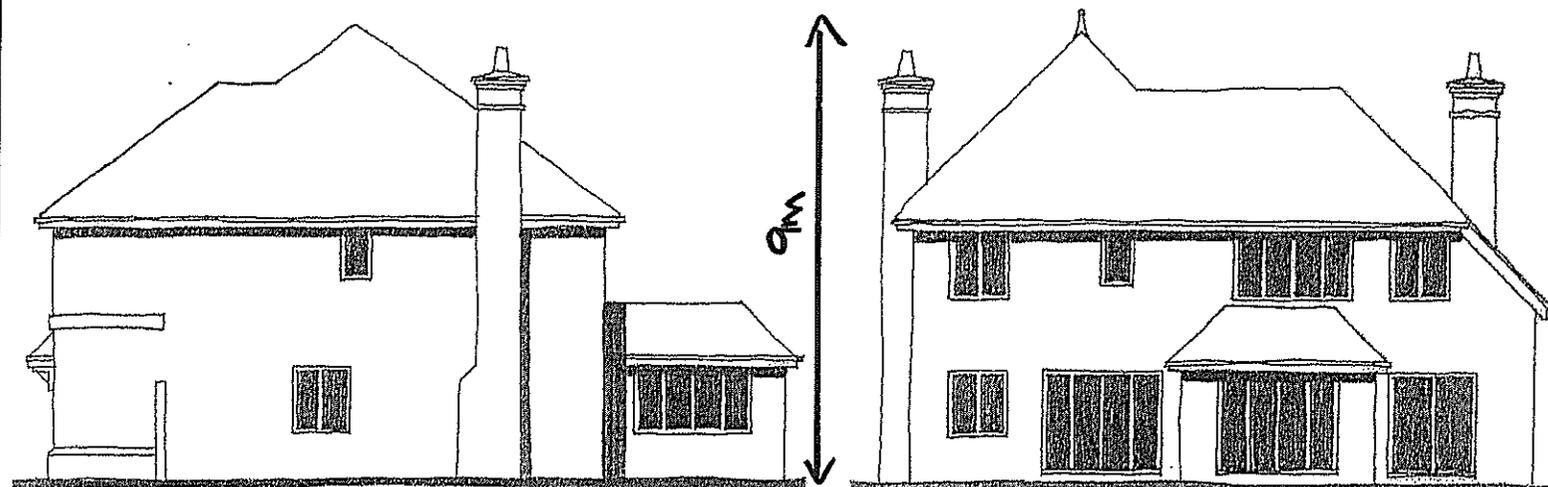
LAND TO THE REAR OF 1372 LONDON ROAD TWUFORD.

Project	Sheet
16 DEC '09	02
Scale	1:100



FRONT ELEVATION

SIDE ELEVATION



SIDE ELEVATION

REAR ELEVATION

General Notes

ELEVATIONS

No.	Revision/Issue	Date

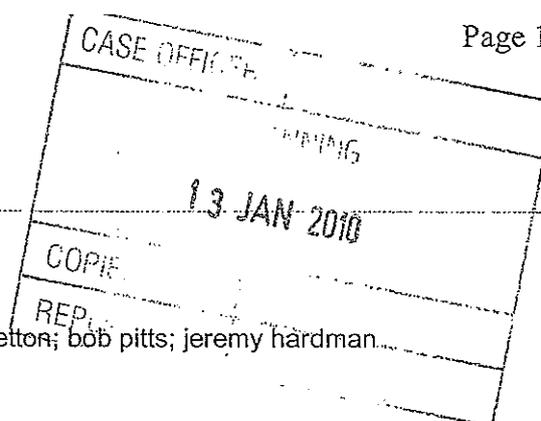
TURNER  
BROTHERS

LAND TO THE REAR OF  
1932 LONDON ROAD  
TWYFARD

Project	Rev
Date DEC 10 09	02
Scale 1:100	

**Theresa Brown**

From: David J Couzens [djcouzens@hotmail.com]  
 Sent: 13 January 2010 14:43  
 To: John Kersley; Development Control; Claire Stretton; bob pitts; jeremy hardman  
 Subject: PA F/2009/2624



With reference to the following plan Ruscombe Parish Council strongly wish to have the Application listed(the date for listing is tomorrow,January 14th)

Application Number F/2009/2624. Proposed erection of a detached dwelling.  
 Land to the rear of 132 London Road, Ruscombe.

Observations...

- a) The land is on a slope above the house in London Road and a site elevation plan would be beneficial.
- b) The proposed building would be overbearing and overlooking 132 London Road.
- c) There would be a loss of light from the South to 132 London Road.
- d) The road infrastructure shows an implication for further development causing highway concern for the narrow lane approach to the site.
- e) The application itself has several informative errors i.e.it does not show the current close proximity of further developments taking place.
- f) There is no tree survey accompanying the application which has been of much concern to neighbouring applications in the immediate past.

In the light of all these observations the Council would like this application to be fully listed please , the date for which we believe is the 14th of this month, tomorrow.

D.J.Couzens. Clerk to Ruscombe Parish Council.

Do you want a Hotmail account? [Sign-up now - Free](#)

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<b>Development Management Ref No</b>	<b>No weeks on day of committee</b>	<b>Parish</b>	<b>Ward</b>
O/2009/1027	37	Shinfield	Shinfield South

**Applicant** University of Reading  
**Location** Land North of Lane End Farm, Cutbush Lane, Shinfield  
**Proposal** Outline application for Phase 1 development of Science and Innovation Park (All matters reserved except for access into the site) and associated access road in full detail.  
**Type** Hybrid application, part outline, part full  
**PS Category** Major 2 – Offices/Research & Development/Light Industry 10000sqm+ new floor space  
**Officer** Jennifer Seaman

**FOR CONSIDERATION BY** Planning Committee on 3 February 2010  
**REPORT PREPARED BY** Head of Development Management

**SUMMARY**

The proposal is a part outline, part full application for the erection of the first phase of a Science and Innovation Park. The new access road and new bridge over the M4 motorway are proposed in full and 18,580sqm science and innovation park floorspace is proposed in outline with all matters being reserved except means of access to the site. An Environment Impact Assessment for all proposed phases of development of the site has been submitted.

The application needs to be considered at committee as this is a major application that does not fully comply with the Development Plan. This is because even if the Core Strategy is approved, Policy CP17 requires land to be allocated as a science park and also requires a Development Brief SPD (incorporating a masterplan) to be adopted. The application has been submitted in advance of both the Site Allocations and Management DPD and Development Brief SPD being prepared and adopted.

While the proposal does not fully meet the requirements of the Core Strategy policy for a new science park, a science park on this site has been found acceptable in principle by the Inspector after submissions to the Core Strategy Examination in Public. The benefit of providing a science park on the site, particularly in terms of providing skilled employment in close proximity to the Strategic Development Location south of the M4, and the benefit to Reading University in terms of education and research, are major factors in favour of the provision of the Science Park.

As only the road and bridge are proposed in full, most issues will still be determined at the Reserved Matters stage. While many of the planning issues have been resolved to the satisfaction of the Local Planning Authority, including flooding, energy, ecology, and height of buildings, some will need further discussion at the Reserved Matters stage. These include transport demand management measures and the level of on site parking, as the Local Authority wished to ensure that access to the site is not reliant on the private car. The principle of the landscape strategy is acceptable, although the Local Planning Authority wish to ensure that the immediate view from the M4 motorway is of more informal landscaping that blends with views of the countryside. The Local Authority also considers that good design is essential and more detail will be required at the reserved matters stage to ensure this. These issues will however be resolved by condition.

## PLANNING STATUS

- Countryside
- Green Wedge
- SPA 7km
- Badger Sett Consultation
- Archaeological Sites
- Mineral Consultation Area
- Listed Building (Lane End Farm and Cutbush House/Badger Cottage)
- AQMA

## RECOMMENDATION

**A. That the application be referred as a departure from the Development plan to the Government Office for the South East with a recommendation for approval subject to the conditions set out below and completion of a Section 106 Agreement requiring the following:-**

- (1) Provision of an acceptable gateway policy restricting occupancy of units within the Science Park to ensure that only uses including research and development, laboratories and high tech together with ancillary and related uses are carried out on the site**
- (2) Provision of a timetable for the delivery of the new access road and motorway bridge. No other development to commence until access has been provided to the site in an approved form which may vary from that shown on the submitted plan (if the gyratory around the Listed Building Lane End Farm is not found to be necessary, or the road has to be altered to take account of the construction of the Eastern Relief Road required for the Strategic Development Locations, or alterations are required for the proposed Section 78 with the Highways Agency) and no occupation until the new access road is complete**
- (3) Provision of a travel plan including details for transport demand management measures which will include cycle and pedestrian routes and provision of a bus shuttle service between the site and Reading University Whiteknights Campus and Reading Town Centre and any public/passenger transport initiatives that may be needed as part of the agreed demand management measures. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The Plan shall identify the monitoring, delivery and enforcement of the plan along with further obligations necessary should travel demand exceed the agreed targets. The plan shall thereafter be implemented and maintained in accordance with phased delivery and occupation of the use(s) hereby approved.**
- (4) A plan to identify the timely delivery of infrastructure and service improvements required to mitigate the direct and indirect effects of the first phase and subsequent phases of development. The plan shall thereafter be implemented in accordance with the approved phased delivery**
- (5) Provision of a Construction Management Plan including a Routing**

agreement for construction traffic. Provision shall be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The provision should be maintained and used at all times during the construction period and shall be removed and the land restored to its original state once the development is occupied.

- (6) Details should be provided demonstrating that the Listed Building Lane End Farm can realistically be used as a residential property if the development is carried out. If the property cannot be used for residential purposes a survey shall be provided of Lane End Farm and details of any works needed to the Listed Building, Lane End Farm, either external or internal and any alternative uses that may be needed to the current residential use and details of time scales of when works will be implemented
- (7) Details of works to rebuild the gable end of the building to be partly demolished including where possible details of how materials will be reused to ensure an acceptable finish (which would also require separate Listed Building consent)
- (8) Details to ensure that ecology mitigation measures identified within the Environmental Statement for the first phase of development are implemented and the timescales for implementation
- (9) Details of a 20 year habitat management plan for the ecological mitigation areas and the mechanism for producing succeeding mitigation plan
- (10) Details to ensure the establishment of a liaison group to oversee the future implementation of the habitat management plan for the ecological mitigation areas
- (11) Details of landscaping immediately adjoining the M4 motorway
- (12) Details of the provision of High Speed Broadband or other appropriate Next Generation Infrastructure on the site
- (13) Commitment not to develop the Manor site for Class B1 employment
- (14) Details of security measures to be provided at the science and innovation park
- (15) The setting up of a Design Panel for each phase of development of the science park to address and resolve any issues relating to the design of each individual building proposed to ensure that a high quality design is achieved. The panels could consist of Local members, parish/town councils, community leaders, representatives from developers, contractors and the Borough Council.

**And subject to the following conditions:**

1. The development hereby permitted shall be begun either before the expiration of six years from the date of this approval, or before the expiration of two year from the date of the approval of the first application for Reserved Matters, which ever is the later.

*Reason: In pursuance of s91 of the Town and Country Planning Act 1990 (as amended by s51 of the Planning and Compensation Act 2004).*

2. a) Approval of the details of the siting, design (including floorspace, height,

massing, internal layout and refuse storage and disposal facilities) and external appearance of each building, the means of access thereto and the soft and hard landscaping treatment of the site) (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

- b) Application for approval of the reserved matters referred to in a) above shall be made to the Local Planning Authority before the expiration of six years from the date of this permission.
- c) The development hereby permitted shall be begun before the expiration of six years from the date of this permission.

*Reason: a) No such details have been submitted.*

*b) & c) In pursuance of Section 51 of the Planning and Compulsory Purchase Act 2004.*

3. The premises shall be used only for purposes appropriate to the primary use of the site as a Science and Innovation Park, including research and development, laboratories and high tech together with ancillary and related uses and for no other purpose. A Gateway Policy shall be submitted and approved by the Local Planning Authority and only tenants who meet the requirements of the gateway policy shall occupy the site.

*Reason: In order to ensure that the site is only used for purposes connected with the primary use of the site as a Science and Innovation Park in compliance with Policy CP17 of the Wokingham Core Strategy and Policy WCBV2 of the South East Plan.*

4. Development should be carried out in accordance with the Detailed Design Code and all applications for Reserved Matters approval shall be accompanied by a Design Statement which explains how the proposal conforms to the requirements of the approved Detailed Design Code and results in a high quality development that contributes to the character and appearance of the area.

*Reason: In order to ensure that a high quality development is provided on the site*

*Relevant Policy: Wokingham District Local Plan Policy WOS3 and Policies CP1 and CP3 the Wokingham Core Strategy and Policy CC6 of the South East Plan.*

5. Before the development hereby permitted is commenced, samples and details of the materials to be used in the construction of the external surfaces of each building and hard surfaced area including footpaths shall have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out only in accordance with the approved details and thereafter permanently retained unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To ensure that the external appearance of the building and hard surfaced areas is satisfactory.*

*Relevant Policy: Wokingham District Local Plan Policy WOS3 and Policy CP3 of the Wokingham Core Strategy and Policy CC6 of the South East Plan.*

6. Provision shall be made for services, including cable TV pre-ducting, to be placed underground. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no overhead wire cables or other form of overhead servicing shall be placed over or used in the development of the application site or subsequently.

*Reason: To safeguard visual amenities.*

*Relevant Policy: Wokingham District Local Plan Policies WOS1 and WOS3 and Policy CP1 and CP3 of the Wokingham Core Strategy and Policy CC6 of the South East Plan..*

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that order, no external lighting shall be installed on the site or affixed to any building on the site except in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

*Reason: In the interests of visual amenity and to protect wildlife in compliance with Wokingham District Local Plan Policies WOS3 and WOS6, Policy CP3 of the Core Strategy and Policy NRM5 of the South East Plan and PPS9.*

8. No development will commence until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and intended finished ground levels and finished floor levels shall be submitted to and approved in writing by the Local Planning Authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s) unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape.*

*Relevant Policies: Wokingham District Local Plan Policy WOS3 and Policies CP1 and CP3 of the Wokingham Core Strategy and Policy CC6 of the South East Plan and PPS1 Delivering Sustainable Development.*

9. No part of any building shall be constructed until on-site parking and turning space has been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The vehicle parking shall not be used for any other purpose other than parking and the turning space shall not be used for any other purpose other than turning.

*Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety.*

*Relevant Policies: Wokingham District Local Plan Policy WT6 and Appendix 8 and Wokingham Core Strategy CP3 and Policy T4 of the South East Plan.*

10. Before any part of the development hereby permitted is occupied the emergency and bus access onto Cutbush Lane shall be formed and provided with visibility splays on 2.4m x 120m. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

*Reason: In the interests of highway safety and convenience.*

*Relevant Policies: Wokingham District Local Plan Policy WT7.*

11. No building shall be occupied until secure and covered parking for bicycles and motorcycle parking has been provided in accordance with drawings to be provided and approved in writing by the Local Planning Authority and thereafter permanently retained.

*Reason: In order to ensure bicycle parking facilities are provided and encourage use of sustainable modes of travel.*

*Relevant Policy: Policy T4 of the South East Plan and PPG13 Transport.*

12. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any

way or removed without previous written consent of the Local Planning Authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the Local Planning Authority gives written consent to any variation.

*Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area*

*Relevant Policies: Wokingham District Local Plan Policies WOS3 and WBE5, Policies CP1 and CP3 of the Wokingham Core Strategy and PPS1 Delivering Sustainable Development.*

17. No development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved in writing by the Local Planning Authority. These details shall include, as appropriate, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall include planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable. All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved.

*Reason: In the interests of visual amenity.*

*Relevant Policies: Wokingham District Local Plan Policies WOS3 and WBE5, Policies CP1 and CP3 of the Wokingham Core Strategy and PPS1 Delivering Sustainable Development.*

18. Before the development hereby permitted commences a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved and thereafter permanently retained.

*Reason: In order to ensure that the approved landscaping is satisfactorily maintained.*

*Relevant Policies: Wokingham District Local Plan Policies WOS3 and WBE5, Policies CP1 and CP3 of the Wokingham Core Strategy and PPS1 Delivering Sustainable Development.*

19. Development shall not commence until all drainage details including a drainage strategy and surface water strategy detailing any on and/or off site drainage works for all phases incorporating sustainable drainage principles and an assessment of the hydrogeological context of the development has been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed/occupied and thereafter permanently retained.

*Reason: To prevent any increase in flood risk, both on this site and elsewhere; the*

development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community and to ensure that sustainable drainage measures are provided on site (Please note that the Environment Agency, Thames Water and the Local Planning Authority will need to be consulted on this document).

*Relevant Policies Policy WOS6 of the Wokingham District Plan, Policy CP1 of the Wokingham Core Strategy and Policies NRM2, NRM3 and NRM4 of the South East Plan.*

20. The measures set out in the Energy Demand Assessment and Renewable Energy Appraisal Study shall be implemented and carried out in accordance with the approved documents and thereafter permanently retained.

*Reason: To ensure that the proposal secures a design for energy efficiency and renewable energy*

*Relevant Policies: South East Plan Policy NRM11 and PPS1 Delivering Sustainable Development.*

21. Work related to the construction of the development hereby granted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 7.30 am and 7 pm Monday to Friday and 7.30 am to 1.30 pm Saturdays and at no time on Sundays or Bank or National Holidays.

*Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.*

*Relevant Policies: Wokingham District Local Plan Policies WOS3 and WOS6.*

22. Before the development hereby permitted commences a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the development and the approved scheme shall be fully implemented prior to the occupation of the building(s).

*Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.*

*Relevant Policies: Wokingham District Local Plan Policies WOS3 and WOS6.*

23. No development shall take place within the site until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work (which may comprise more than one phase of work to be undertaken prior to the submission of full or reserved matters application/s) in accordance with the Overarching Mitigation Strategy 2009, which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

*Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough.*

24. Before any development is commenced, a scheme to deal with potential contamination of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include an investigation and assessment to identify the extent of any contamination and the measures to be taken to avoid risk when the site is developed. No building shall be occupied until the measures have been carried out and a validation report has been submitted to and approved in writing by the Local Planning Authority.

*Reason: To ensure any contamination of the site is remedied and to protect*

existing/proposed occupants of the application site and/or adjacent land.

Relevant Policy: Wokingham District Local Plan Policy WOS6.

25. This permission is in respect of plan nos. set out in the table below received by the Local Planning Authority. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

TITLE OF DRAWING/DOCUMENT	DRAWING NUMBER
Planning Statement May 2009	
Environmental Statement May 2009	
Technical Appendices May 2009	
Design and Access Statement May 2009	
University of Reading Location Justification Report July 2008	
Wokingham Borough Core Strategy Public Examination – University of Reading Hearing Statement Session 11 Science Park March 2009	
Environmental Statement Non Technical Summary May 2009	
Environmental Statement Technical Appendix 10.1 Transport Assessment May 2009	
Energy Demand Assessment and Renewable Energy Appraisal Study May 2009	
Environmental Statement Technical Appendix 13.1 Flood Risk Assessment May 2009	
Sustainability Statement May 2009	
Confidential Badger Report May 2009	
Statement of Community Engagement May 2009	
Design and Access Statement September 2009 Supplement	
Proposed Access Road to Science and Innovation Park Lighting Assessment and Appendices A to G and Supplementary assessment of lighting of proposed access road	
Design and Access Statement December 2009 Supplement	
Road Safety Audit – Stage F (feasibility) 18 <sup>th</sup> December 2009	

Reason: To ensure that the development is carried out in accordance with the approved details.

**Informatives**

1. Whilst the development does not fully accord with the policies contained within the adopted and emerging development plans, the particular circumstances as they relate to this case warrant a different decision being taken. The reasons for this are set out in the report.

2. You are advised, in compliance with The Town & Country Planning (General Development Procedure) (England) (Amendment) Order 2000, that the following policies and/or proposals in the development plan are relevant to this decision:

South East Plan:

CC1, CC2 , CC3, CC4, CC6 , CC7, CC8, RE2, RE3, RE4, RE5, RE6, WCBV2, NRM1, NRM2, NRM4, NRM5, NRM7, NRM9, NRM10, NRM11, NRM12, T2, T3, T4, T5, T6, T8, W2, C4, C5, BE6, WCBV1, WCBV2

Submission Core Strategy:

CP1, CP3, CP4, CP6, CP7, CP9, CP10, CP11, CP15, CP16, CP17, CP19

Wokingham Borough Local Plan:

WOS1, WOS3, WOS4, WOS5, WOS6, WOS7, WCC1, WCC2, WLL4, WBE4, WBE5, WHE12, WT5, WT6, WT7, WT8, WT9, WT10, WT13, WNC6, WNC7, WNC8, WBE3, WEM4

National Policy:

PPS1, PPS4, PPS6, PPS7, PPS9, PPG13, PPG15, PPG16, PPS22, PPS 23, PPG24, PPS25

3. Attention is drawn to Section 8(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the effect of which is that any demolition may not be undertaken (despite the terms of the consent granted by the Local Planning Authority) until notice of the works has been given to English Heritage, Historic Research and Conservation Support, 37 Tanner Row, York, YO1 6WP, and they have been given reasonable access to the building for at least one month following the grant of consent, for the purpose of making a record or within that period, they have stated that they have completed their record of the building or that they do not wish to record it.

4. This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act 1981 for protected species. The applicant is advised to contact English Nature with regard to any protected species that may be found on the site.

5. The accesses approved include as shown on plan no 13860 TP 102 rev 0 in appendix c of the Design & Access Statement dated May 2009

- the main vehicular access to the site and associated road works
  - two accesses from Cutbush Lane
- western access is for pedestrians and cycles only  
eastern access is for emergency access, buses and pedestrians and cyclists

No gates have been approved as part of this consent

6. This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act dated (**INSERT**) the contents of which relate to this development.

7. The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access.

8. The requisite Travel plan would need to comply with the latest guidance dated July 2002 and entitled 'Making travel plans work' and 'Using the planning process to secure travel plans'. These documents were published by the Office of the Deputy Prime Minister and the Department for Transport. Hard copies of these guides and supporting documents can be obtained by e-mailing [dft@twoten.press.net](mailto:dft@twoten.press.net). Further information on travel plans can be found on the Department of Transport web-site at [www.local-transport.dft.gov.uk/travelplans/guides/index.htm](http://www.local-transport.dft.gov.uk/travelplans/guides/index.htm). The guides and supporting documents will be available on that web-site shortly.

9. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact Corporate Head of Environment on tel: 0118 974 6302.

10. The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under S278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.

11. If it is the developer's intention to request the Council, as local highway authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.

12. Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway,

13. Prior to development commencing details of the private fire hydrant(s), or other suitable emergency water supplies to meet Royal Berkshire Fire & Rescue Service requirements shall be submitted to the Royal Berkshire Fire & Rescue Service.

14. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.

15. The applicant is reminded that a Demolition Notice may be required to be served on the Council in accordance with current Building Regulations and it is recommended that the Building Control Section be contacted for further advice.

16. The applicant is reminded that this approval relates to planning permission only and does not constitute approval under any other legislation including Building Regulations. To obtain advice on current Building Regulations you should contact the Building Control Section.

#### **PLANNING HISTORY**

While there is no planning history considered of direct relevance to the current proposal, there are a number of historical issues of relevance.

99/69109/O – Proposal for 118 dwellings. The proposal was considered at appeal and included proposals to demolish many of the buildings surrounding Lane End Farm. In allowing the appeal the Inspector stated that the development would have the benefit of removing existing unattractive buildings and structures from the site and that adequate space would be left around the Listed Building (although it should be noted that this proposal did not involve a gyratory around the Listed Building).

F/2003/8527 – Proposed Transport Gyratory Arrangement. This was one of fourteen applications submitted on sites in Shinfield. This showed a gyratory system around the Listed Lane End Farm, similar to that now proposed as part of a proposal for demolition of buildings and erection of new B1 office space within the centre of the gyratory. This was refused for the reasons including:

- (1) The gyratory as proposed does not support a future Shinfield eastern relief road, which must provide an alternative route for through traffic. In addition, the gyratory creates potential vehicular, pedestrian and cycle conflicts, increases journey times for all groups, and there are additional safety concerns regarding the proposed access to Number 2 Cutbush Lane.
- (2) The gyratory will, by reason of its size, proximity and design, create an island development having a significant adverse impact on the setting of a Listed Building, Lane End Farmhouse.

The proposal was considered unacceptable because the gyratory would create an island site which would result in the separation of the Listed Building from Shinfield. The gyratory in the case of this particular application had been designed to be able to accommodate the possibility of a Shinfield Eastern Relief Road and any eventual new motorway bridge crossing. The detour was considered unnecessary in traffic capacity terms and it was considered that complex crossing arrangements and detours had been unnecessarily created for pedestrians. The report does however state as follows "It is accepted that the gyratory could be necessary to support a future Shinfield (Eastern) Relief Road and additional motorway crossing, however it is not accepted that a gyratory arrangement is necessary to support the development that is currently proposed". This would seem to indicate that a gyratory system was unacceptable because of the level of development rather than in principle.

F/2005/4827 – Proposed construction of an eastern relief road for Shinfield including a new bridge over the M4 motorway and under Cutbush Lane. Refused 13/08/05 for a number of reasons including:

Not demonstrated there is an overriding need for the relief road which would be located in the countryside

Proposed design of the road is unacceptable

Location and design would adversely affect the setting of the Listed Lane End Farmhouse

### The Manor Site

Five and a half hectares of land at The Manor has a long standing planning permission for the redevelopment of the National Institute for Research into Dairying for Class B1 use. Policy WEM4 of the Wokingham District Local Plan designates the site for a mixed use site incorporating residential development and a Core Employment Site to provide in the region of 18,750sqm of Class B1 floorspace. The University of Reading have offered not to develop the site for B1 use if the current proposal is approved.

Members are advised that the proposals for B1 floorspace approved under planning references O/2003/8537 and 8538 included the requirement for a Section 106 to secure a payment of £176665 towards the cost of improvements to the junction of the A327 with the Earley Outer Peripheral Road to the north of the Black Boy bridge OR if the works to improve the junction of the A327 with the Earley Outer Peripheral Road to the north of the Black Boy bridge have already been carried (which have now been carried out) the contributions to be used for improvements for all modes of transport in the Shinfield area. The contribution amount was later reduced to £106775 to take account of the requirements of the Met Office consent.

### **CONSULTATION RESPONSES**

- **Access Officer** No objection at this stage
- **Berkshire Archaeology:**
  - **Binfield Badger Group** Evident that badgers have been living in the area for some time. A check should be performed by a qualified ecologist that no badgers are currently resident within the statutory exclusion distance and/or would have their foraging areas impacted.
- **CABE:** No comments
- **Countryside Officer (Biodiversity):** No objections subject to requirements in a Section 106 (Nos. 11 and 12 of the Section 106 requirements)
- **English Heritage** Do not consider it necessary for this application to be notified to English Heritage
- **Environment Agency:** No objection to the proposed development on flood risk grounds subject to condition (Condition 22).
- **Environmental Health:** Recommend approval subject to conditions on hours of construction, provision of a scheme for the control of noise and investigation and mitigation measures regarding air quality (Conditions 25, 26 and 28)
- **Highways Agency:** Highways Agency generally content with the processes adopted in order to assess the impact of the phase one development. However ask for additional information and assessments for the full development in terms of impact on junctions 10 and 11 of the M4 and sufficient mitigation. In respect of the new bridge over the M4, all works are to be designed and constructed in accordance with the Design Manual for Roads and Bridges and the promoter must enter into an agreement under Sec 78 of the highways act. (Informative 10 advises on Sec 78 works)

<ul style="list-style-type: none"> <li>▪ <b>Highways and drainage:</b></li> <li>▪ <b>Landscape and Trees:</b></li> <li>▪ <b>Land Use and Transport</b></li> <li>▪ <b>Natural England:</b></li> <li>▪ <b>Reading Borough Council:</b></li> <li>▪ <b>Royal Berkshire Fire and Rescue Service:</b></li> <li>▪ <b>South East England Partnership Board</b></li> <li>▪ <b>Sports Development</b></li> </ul>	<p>No objections subject to appropriate traffic demand measures being submitted and approved ( Requirements 2, 3, 4 and 5 of the Sec 106 and Conditions 9, 10, 11, 12, 13, 14, 15, 16 and 17)</p> <p>No objections subject to conditions and a more informal approach to landscaping immediately adjoining the motorway (Requirements 9 and 13 of the Sec 106 and Conditions 18, 19 )</p> <p>No objection subject to ensuring the site is used as a science and innovation park only rather than a generic B1 use, and consideration of issues including transport, sustainable development, ecology, the listed building, noise and air quality and a flood risk assessment. (Requirement 1 of Sec 106 and Condition 3)</p> <p>Does not object, but advises that the council fully takes account of: landscape character and quality of design, green infrastructure, ongoing habitat management, hydrology, local wildlife sites, protected species (bats, birds, badgers, reptiles) and other species</p> <p>Reading Borough raise an objection to the proposal for the following reasons. Concerns over the sustainability of the location proposed and the potential transport impacts in Reading Borough, need for contributions to mitigate transport impacts, need for additional controls over the use for the science park given that no justification provided for the proposed use in terms of the requirements of PPS6. Insufficient information submitted to enable the highways, traffic and transportation implications to be fully assessed</p> <p>Request that part of any planning consent terms include the requirement for the applicant to provide suitable private fire hydrants or other suitable emergency water supplies to meet Royal Berkshire Fire and Rescue Service requirements. (Informative 16)</p> <p>The submitted proposals for 18,580 sqm of research and development and innovation floorspace related to Reading University are consistent with the regional and sub-regional location and economic policy objectives of the south east plan.</p> <p>In order to satisfy regional transport objectives and also to be consistent with aspects of economic policy objectives, it is important that appropriate measures to encourage access by non car modes can be secured. The council will need to be satisfied that the measures in the proposal are acceptable and will need to secure an appropriate package of transport infrastructure and an agreed travel plan to promote alternatives to the car and encourage walking, cycling and the use of public transport. It will also need to secure appropriate car and cycle parking.</p> <p>There are a number of other priorities relating to transport infrastructure, design, sustainable construction and energy efficiency, natural environment, heritage, water resources and flooding, air and noise</p> <p>Recommend approval with no conditions</p>
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<p>▪ <b>Thames Valley Police Authority</b></p>	<p>Seek a financial contribution towards police infrastructure where development has a direct impact on the capacity to provide an effective and efficient police service in the area. Employment development has a causal link to incidents of criminal activity.</p>
<p>▪ <b>Thames Water:</b></p>	<p>With regard to Surface water infrastructure, have identified the inability of the existing waste water infrastructure to accommodate the needs of the application and therefore ask for a condition to be imposed requiring provision of a drainage strategy. No objection with regard to water infrastructure. (Condition 21 and Informative 17)</p>
<p>▪ <b>Parish/ Town Council:</b></p>	<p><u>Shinfield Parish Council</u> Comments as follows:-</p> <ul style="list-style-type: none"> <li>- Fully support the Core Strategy policy of retaining the separation of settlements and concerned at siting of such a significant development in the green gap separating Shinfield Village and Lower Earley</li> <li>- Consultation Draft Parish Plan provides plentiful evidence of our communities support fro retaining such separation of settlements and understood it to be a key element of WBC's Core Strategy</li> <li>- Appears from the phasing programme that the proposed building of the new link over the M4 to the Black Boy roundabout will follow on some months after the commencement of construction and call for this infrastructure provision to precede such major construction activity to mitigate the adverse impact of construction traffic on the residents of Cutbush Lane</li> <li>- Call for a condition for the start time of construction activities to be 8am not 7am</li> <li>- Concerns expressed by local residents at the apparent proposal for the routing of buses past Cutbush, a listed building with foundations that are unlikely to survive such inappropriate abuse</li> <li>- Local residents are also claiming that paragraph 4.76 of CP17 of the WBC Core Strategy has not been fulfilled with regard to pre application consultation</li> <li>- A further major concern expressed by members is the proposed level of the roundabout linkage to the prospective eastern relief road. Were this to materialise at some future date it is most important that proposed levels of this early element of such a scheme should not compromise the crossing of Cutbush Lane. Past proposals for a relief road had to be modified in order to accommodate a satisfactory intersection and our members are most anxious that the highway team take this into account in their assessment of this particular proposal</li> <li>- Call for the assessment team to ensure that the integrity of the local footpath and cycleway network is enhanced rather than compromised by these proposals</li> <li>- Given the extent of buildings and car parking areas anxious</li> </ul>

that there is careful assessment of run-off provision for rainwater to mitigate the impact and minimise the risk of flooding in the wider susceptible area adjoining the Lodden

- Anxious that the integrity of Lane End Farm is not compromised both with regard to the Listed farmhouse itself as well as the fine brick built buildings within its curtilage

Earley Parish Council

- No specific comments to make but remain extremely concerned about the additional traffic which will be generated by all the new development proposed in this area

▪ **Local Members** None

**REPRESENTATIONS**

▪ **Local Residents:**

LETTERS OF OBJECTION

74 letters received (Where properties have submitted more than one letter it has still been counted as one objection for the purposes of this report) and the objections are summarised as follows:-

(1) Principle of development

- The application for the science park and overbridge is premature because the Wokingham Core Strategy has not yet been accepted
- No evidence to suggest that the Development SPD for the science park has been adopted
- Development is contrary to the south east plan as it is not in a town centre or established employment area. There are sites such as Green Park and Suttons Business Park that are better located
- Development will create jobs that will lead to more pressure on housing and commuting
- New development will be highly visible and will reduce the green wedge between Shinfield and Lower Earley.
- Don't want any more development
- Why are all phases of development not available for comment?
- Change to character of landscape/ loss of countryside/agricultural land
- Should stop building on greenfield and find suitable brownfield site
- Loss of strategic green gap
- University has plenty of buildings that could be refurbished or demolished to provide science park
- Back door for the council to build thousands more houses
- 4 different proposals being shown
- Landscape capacity study, landscape and gap should apply to science park as well as houses. Questionable how locating a science park beyond the ridgeline is consistent with the ridgeline is consistent with the councils assessment.
- Not enough landscaping, should be more planting along the edges of roads and the bridge
- Four storey development is contrary to the character of the village
- University have totally ignored all suggestions and comments by local residents
- Green Park still has vacant units and science park could be located there

- Adequate room for the development at Whiteknights
- Other possible sites for a science park
- Very little mention of telecommunications/fibreoptics
- Residents do not want a Science Park with coffee houses and pizza parlours
- Will the units actually get occupied given the recession
- In spite of the fancy name this will become an industrial site of which there are enough already and many are standing empty

#### (2) Impact on amenity

- Reduction in drainage and increase in flooding
- More hardstanding and runoff will add to historic flood problems
- More noise and air pollution
- More light pollution
- Views will be spoilt
- Construction noise and dust over a 25 year period
- View of three storey/four buildings will devalue house
- Overlooking from new buildings
- Buses will overlook into private houses in Cutbush Lane
- Children safe in almost village location
- Brought property because of semi rural location
- Increase in crime
- Stretched facilities eg, medical, educational and recreational
- Concerns about health
- Loss of value

#### (3) Listed Buildings

- Lane End Farm is a grade II Listed Building which will be located in the middle of a roundabout
- Isolation of Lane End Farm inside a busy noisy fume generating gyratory system. Encircling a listed building with a road system is inappropriate and detrimental to the character of the village.
- Development close to Badger Farm complex with its listed buildings
- Badgers Farm Cottages do not have deep foundations and will suffer from traffic
- Listed Buildings and ancient woodland should be preserved in a more sympathetic and respectful setting
- Listed buildings in a state of disrepair

#### (4) Wildlife/Ecology

- Impact on badger territory
- Loss of wildlife and habitat
- Hedgerow is rich in bird and insect life
- Landscaping proposals introduce alien plant species
- Proposed landscaping is inadequate
- Loss of trees
- Rabbits, badgers, bats and deer in the fields
- Would like clarification on what badger foraging sward and open glades would look like
- Concerns that flaws in methodology of environmental studies.
- Environmental reports highlight a large number of wildlife and ecology issues

#### (5) Highways

- Impact on road safety

- Increase in traffic causing delays for commuters travelling into Reading
- Cutbush Lane is not wide enough to accommodate buses safely and totally inadequate for transport needs of the proposal
- Black Boy roundabout congestion is already bad enough
- Foot/cycle path shown on some plans with road as well – is it a path or road?
- Dog walkers, cyclists. Pedestrians in Cutbush Lane will be affected by increase in traffic and loss of countryside
- Car parking should be at least 10 minutes walk from the offices to discourage automatic use of cars
- Where will bus stops along Cutbush Lane be located
- New bridge over M4 is to open up large tracts of farm land for development
- 2400 cars per day while current usage is 393 cars per day, so 5 times the current level of traffic
- Separate filter lane of roundabout to enter Cutbush Lane destroys more green space and breaks cycle/footpath
- A pedestrian would have to cross 3 crossings to get to Black Boy pub
- Road proposals far in excess of what is actually necessary
- Proposed access via yet another motorway bridge outletting onto an already difficult and busy roundabout is unnecessary when there is already a disused bridge to the east
- Do not want any buildings until a bypass is planned
- Provisions to increase public transport, cycling etc will not reduce car trips
- More traffic confusion
- Phase 1 roundabout has a spur that goes into a field and has no use or purpose
- Application for the Shinfield relief road has already been refused
- Support the idea of a new M4 overbridge and a relief road but don't believe the current plan offers the preferential placement for either.

(6) Conditions requested should development be allowed

- No development should take place until new motorway bridge and associated road structure has been completed
- Highways Agency agreement to the bridge and a firm contract date for completion
- Any gyratory system scheme to fit with the motorway crossing
- No construction traffic should be allowed to enter the site through the village or via the Cutbush Lane/Brookers Hill junction. All construction traffic should enter the site via a dedicated access route and there should be restriction to prevent this during peak hours (07:30 -09:00 and 17:00 – 18.30)
- No construction vehicles to use Shinfield Road/ Cutbush Lane
- The construction hours should be reduced to 08:00 – 17:30 Monday to Friday and no construction on Saturday.
- Suitable landscaping and sound barriers to be provided to the residents of the David Wilson Homes built in 2005 on land previously owned by the university
- Suitable landscaping should be provided for existing residents to minimise the impact and reduce noise and loss of privacy
- No building higher than 2 storeys – in keeping with Parish and residents wishes

Drivas Jonas, on behalf of their client PRUPIM, (owners of Green Park) object on the following grounds:-

- Application prematurely submitted in advance of the adoption of the Core

#### Strategy and site allocations document

- Site is unsuitable for a major science park and will fail to deliver objectives of sustainable development
- Application does not consider alternative sites based on the flawed argument that the University owning the land has critical advantages
- First phase of development can be accommodate at Green Park
- South East Plan is clear in its requirement that the Greater Reading Authorities work in partnership to seek a location for a research based science park
- Proposals contrary to national, regional and local planning policy
- Application is flawed in providing insufficient supporting information to enable the proposal to be fully considered
- Tests of PPS6, including the sequential test, should be fully addressed
- Proposals are first phase of larger development and environmental effects, physical/social/green infrastructure requirements and overall sustainability of the proposals must be considered as a whole
- The information to support the transport and highways case is insufficient and fails to enable the highways, traffic and transportation implications of the development to be fully assessed including the effects on the adjoining Reading Borough network
- The Shinfield site is not easily accessible by regional, subregional or local transport networks and is poorly served by public transport and poorly linked to pedestrian and cycle networks
- The site is an attractive Greenfield site in open countryside and the development would be contrary to national policy which seeks to protect Greenfield sites and promote development in sustainable locations.

#### LETTERS OF SUPPORT

2 letters of support received and the comments are summarised as follows:-

- College of Estate Management (CEM) has students specialising in estate management and whilst independent, the college has a close relationship with the University of Reading and fully supports the proposals
- The proposals is consistent with the recently approved Regional Spatial Strategy for the South East Region and the emerging Wokingham Core Strategy
- It will provide the University with the opportunity to develop a strong interface between academic research and business, this will not only make sound sense in terms of the research base of the University but will bring important economic spinoff benefits to the Thames Valley economy
- Consider that with its associated works to provide a new bridge over the M4 the site at Cutbush Lane is ideally located in terms of access to the main university campus, the centre of Reading (via enhanced public transport) and the wider motorway network
- Also benefits in the establishment of a Science and Innovation Park adjoining Shinfield Grange which is used by the college for face to face teaching and short courses for distance learning students and it would enhance the attraction of the location if it is situated next to the Science Park with its range of services, facilities and enhanced public transport
- See the Science Park and the existing CEM facilities at Shinfield Grange becoming an education and business hub focussed on Cutbush Lane. Such an outcome would accord with the medium term objectives of CEM to expand and

upgrade its premises at the Shinfield Grange campus to meet the growing demand for real estate and construction education in the 21<sup>st</sup> century.

- Support this application to bring new jobs to Reading. In addition it does not seem inappropriate given the surroundings.

## **APPLICANTS POINTS**

The provision of a Science and Innovation Park for Reading, related to the University of Reading, is founded in the Regional Spatial Strategy: the South East Plan and the text of Policy WCBV2 which encourages the authorities to work together to facilitate the expansion and diversification of the University of Reading both for higher education and as a promoter of research and development. The policy comments that the development of a Science Park may require the release of Greenfield land.

The proposal however is not just related to the spatial planning for the region. It also relates to the Regional Economic Strategy in which promoting innovation and creating an innovation culture is seen as key to improving the performance and productivity of the regional economy. It is one of the eight 'transformational' actions of the RES to develop science and innovation campuses.

The report commissioned by the University to assess the demand for a Science and Innovation Park in the borough provides clear evidence to support and justify the proposal. A key feature to success is the existence of formal and operational links with the knowledge creation centre, in this case expressly the University of Reading.

Wokingham's Core Strategy supports the provision of a science park of 20,000sqm up to 2016 and the Council has proposed a further change that it is likely that 55,000sqm of floor space will be completed by 2026.

National, regional and local planning policy all support the provision of a Science and Innovation Park in realising economic and social objectives.

## **PLANNING POLICY**

### South East Plan:

CC1 – Delivering Sustainable Development

CC2 – Climate Change

CC3 – Resource Use

CC4 – Sustainable Design and Construction

CC6 – Sustainable Communities and Character of the Environment

CC7 – Infrastructure and Implementation

CC8 – Green Infrastructure

RE2 – Supporting Nationally and Regionally Important Sectors and Clusters

RE3 – Employment and Land Provision

RE4 – Human Resource Development

RE5 – Smart Growth

RE6 – Competitiveness and Addressing Structural Economic Weakness

WCBV2 - Employment Land (In particular paragraph 21.13)

NRM1 – Sustainable Water Resources and Groundwater Quality

NRM2 – Water Quality

NRM4 – Sustainable Flood Risk Management

NRM5 – Conservation and Improvement of Biodiversity

NRM7 - Woodlands  
NRM9 – Air Quality  
NRM10 - Noise  
NRM11 – Development Design for Energy Efficiency and Renewable Energy  
NRM12 – Combined Heat and Power  
T2 – Mobility Management  
T3 - Charging  
T4 – Parking  
T5 – Travel Plans and advice  
T6 – Communications Technology  
T8 – Regional Spokes  
W2 – Sustainable Design, Construction and Demolition  
C4 - Landscape and Countryside Management  
C5 – Managing the Rural-Urban Fringe  
BE6 – Management of the Historic Environment  
WCBV1 – Core Strategy  
WCBV2- Employment Land

Core Strategy:

CP1 – Sustainable Development  
CP3 – General Principles for development  
CP4 – Infrastructure Requirements  
CP6 – Managing Travel Demand  
CP7 – Biodiversity  
CP9 – Scale and Location of Development Proposals  
CP10 – Improvements to the Strategic Transport Network  
CP11 – Proposals outside Development Limits (including countryside)  
CP16 – Employment Development  
CP17 – Science Park  
CP20 – South of the M4 Strategic Development Location

Wokingham Borough Local Plan:

WOS1 – Sustainable Development  
WOS3 – Development Control Principles  
WOS4 – Service, Amenities and Infrastructure Requirements for new development  
WOS5 – Environmental Improvements  
WOS6 – Environmental Nuisance and Pollution Control  
WOS7 - Noise  
WCC1 – Development in the Countryside  
WCC2 – Green Wedges and gaps  
WLL4 - Landscape and new development  
WBE4 - Landscape and Planting  
WBE5 - Trees and new development  
WHE12 – Development affecting sites of archaeological potential  
WT5 – Environmental aspects of traffic  
WT6 – Parking Provision  
WT7 – Road safety  
WT8 – Pedestrian routes and footpaths  
WT9 – Development of a Cycleway Network  
WT10 – Public transport provision and improvement  
WT13 – Major Road schemes  
WNC6 – Nature Conservation in the Wider Countryside

WNC7 – The Protection, Enhancement or Creation of Wildlife Corridors  
WNC8 – Creating New Habitats through development  
WBE3 – Accessibility  
WBE4 – Landscape and Planting  
WBE5 – Trees and New Development  
WEM4 – Land north of St Marys Church, Shinfield

If the Core Strategy is adopted the following policies will no longer be relevant as they will be replaced by the Core Strategy policies:- WOS1, WOS3, WOS4, WOS5, WOS6, WOS7, WCC1, WNC6, WT5, WT6, WT7, WT8, WT9.

National Policy:

PPS1 - Delivering Sustainable Development  
Draft PPS4 - Planning for Prosperous Economies  
PPS7 – Sustainable Development in Rural Areas  
PPS9 - Biodiversity and Geological Conservation  
PPG13 - Transport  
PPG15 - Planning and the Historic Environment  
PPG16 – Archaeology and Planning  
PPS22 – Renewable Energy  
PPS 23 – Planning and Pollution Control  
PPG24 - Planning and Noise  
PPS25 – Development and Flood Risk

**PLANNING ISSUES**

The Site

1. The application site is situated to the south of the M4 motorway between junctions 10 and 11 with the village of Shinfield located approximately 0.5km to the south west. The north of the site is bounded by the M4 motorway and the south east of the site by Cutbush Lane.
2. The application site is in the countryside and is currently used for a mixture of arable and pasture land. Buildings on site cover a very small proportion of the total site. The majority of buildings on the site are located on the part of the site adjoining Shinfield Road, and consist of Lane End Farmhouse, a listed building currently in residential use, brick and tile outbuildings to the south of the listed building currently in retail and storage uses and a number of outbuildings to the east which are in a dilapidated state.
3. Lane End Farm and its associated buildings are directly opposite residential and commercial properties in Shinfield Road and also adjoining more recently constructed residential properties in Fushsia Grove. Lane End Farm is close to the Black Boy roundabout and the existing bridge over the M4 motorway.
4. There are also a number of buildings on an isolated part of the site (directly adjoining the M4 motorway) which are disused and derelict. This area is also the location of a 17m high telecommunications mast.
5. Cutbush House, a former farmhouse of 16th century origin, and its adjoining former barn (now converted to domestic use and known as Badger Cottage) are also Grade II listed buildings, located on the same side of Cutbush Lane as the application site and would be bounded on three sides by the application site

6. Two properties shown on the o/s maps as Oak Tree Barn and Barn Close Cottage are also on the same side of Cutbush Lane but only adjoin one side of the application site. On the opposite side of Cutbush Lane is Shinfield Grange, which is owned and used by Reading University for courses and other functions, including businesses.

7. For information the red line of the site excludes the listed Lane End Farm and land immediately associated with it.

### The Proposal

The proposal is a part outline, part full application. The first phase of a proposed Science and Innovation park is submitted in outline and the access road is submitted in full detail. While ultimately the University propose a multi phase development totalling 74,322 sqm, this application is for the first phase only, of 18,580 sqm together with a small proportion of ancillary uses to improve the sustainability of the scheme. Approximately 620 parking spaces are shown on illustrative plans with Phase 1 of the development. The actual level of parking to be provided is a reserved matter and covered by condition. 250sqm of ancillary (retail/café) floor space is also proposed.

Although this application is only for the first phase of 18,580sqm, the submitted documentation evaluates the entire development site and puts forward design analysis and proposals encompassing the full development. It has been identified that the Science and Innovation park will need to be supported by facilities such as cafes and crèches, shared meeting space and health and fitness.

The application is to provide a Science and Innovation Park which is defined as follows: "A Science and Innovation Park is a business support and technology transfer initiative that supports innovation led knowledge based industries and assists in the development of close interactions with a particular centre of knowledge creation for their mutual benefit. Science and Innovation parks have formal and operational links with centres of knowledge creation such as universities, higher educational institutes and research organisations."

The UK Science and Innovation Park Association provides data defining how Science and Innovation Parks are made up in practice and the data shows that tenants tend to be local (either spin outs from a local university or companies relocating from within 30 miles of the site), are technology based (technology consultancy, bio-related, environmental and energy related tenants account for 71% of tenants) and are small, with 55% having fewer than 5 employees and 24% having between 6 and 15 employees.

An Economic Demand Study commissioned by the University indicated that a Science and Innovation Park would make a positive contribution to the region as:-

- companies with links to universities do better
- will assist innovation based businesses
- will increase the prestige of the university by attracting a high calibre of faculty members and consequently research funding and investment
- improves the ability of the university to contribute to the sub-regional economy

The Demand Study also identified key factors that would help to create a successful "next generation" Science and Innovation park including:-

- location
- good vehicular communications
- a prominent and visible site on the one hand but with potential to be discrete on the other
- a built form that maximises social and business interaction
- a well landscaped environment
- a variety and range of accommodation
- a central hub facility with incubation capacity

Science and Innovation parks need three types of working space:-

- multi-occupancy space for firms up to 150sqm
- terraced units and sub-dividable blocks (which could be split up into up to 8) with units accessed either from a common front door or providing space for firms from 150sqm to around 1000sqm and
- self contained serviced plots and discrete buildings for occupiers requiring more than 800sqm

The masterplan has been designed for flexibility to allow lengths and widths of individual buildings to be varied to suit tenants requirements.

The University wish to develop a Science and Innovation park as this will help to build upon Reading University's reputation as a research intensive institution which enables the University to attract and retain academic staff and students to participate in meaningful work based experience. In order to have the necessary interaction between tenant companies staff and University members shared services and facilities such as restaurants, bars and meeting places are needed and to ensure that the development is viable the development needs to be of a size that does not need very high levels of cross subsidy. The proposed size (all phases) would be comparable to other science and innovation parks.

The University proposes that the Science and Innovation Park should be of Sui Generis use controlled by a gateway entry policy following precedents at Oxford, Surrey and Cambridge. Businesses qualifying for occupation of the Science and Innovation Park should be making or providing products or services based on innovative thinking and/or technology or developing such products or services. It is likely that such businesses will have a requirement for high level skilled people and need to access the knowledge base and technical facilities offered by and/or surrounding the University.

Businesses occupying space at the Park are likely to fall into one or more of three categories:-

(1) Category 1

- Expected to undertake research and/or develop new products or services that have an innovational technology base or which use technology to develop innovative new products or services
- Will seek to collaborate or are already in active collaboration with other innovative or knowledge based companies to develop new innovative products or services
- Will work in collaboration with or gain benefit from interaction with the university of Reading or where occupation within the Science and Innovation Park will strengthen the ability to interact or collaborate with the University

(2) Category 2

It will be appropriate for some businesses and organisations that actively support and encourage the innovation environment to be located permanently or temporarily within the Science and Innovation Park. Examples of such supporting organisations would be local bodies sponsored by the Southeast England Development Agency and other business support organisations provided the work they undertake is directed to supporting technology based and innovative companies achieve their goals

### (3) Category 3

In addition to the above two categories of occupiers there will be the need for occupation by ancillary type support organisations providing the servicing and general running of the Science and Innovation Park such as catering, shops, cleaning.

Admission of tenants into the Park would be managed by the Park Director and an Advisory Group who would ensure that the tenants met the requirements of the gateway policy.

### Principle of development

The recently adopted South East Plan sets out regional policy including Policy WCBV2 on new employment land to meet the needs of the region to continue to contribute to regional and national economic prosperity. Paragraph 21.13 states that subject to the detailed case being proven, the Greater Reading authorities are encouraged to work together to facilitate the expansion and diversification of Reading University as (a) a higher education establishment and (b) as a promoter of research and development in collaboration with the commercial sector via the development of a research-based science park within the Greater Reading area that may require release of Greenfield land.

The Wokingham Borough Local Development Framework Submission Core Strategy (August 2008) is applicable in this case. Policy CP17 – Science Park states that a Science Park of approximately 20,000m<sup>2</sup> floorspace will be developed within defined development limits associated with the South of the M4 Strategic Development Location in Policy CP20. The proposal will include mitigation commensurate with its impact on the demand for housing, labour, skills, traffic and highways as required in CP16.

The Submission Core Strategy (August 2008) states that the Employment Land Study has indicated that the provision of a science park within the borough would enhance the Borough's employment base. Its provision would also overcome an issue identified in the Audit Report concerning the need to maintain and enhance the highly skilled and knowledgeable workforce in the borough which is recognised in work undertaken by the Thames Valley Economic Partnership. The BSP recognises the role of universities and other higher educational institutions in encouraging knowledge based industries.

It is stated within the Core Strategy that the Council will work with the University of Reading and relevant landowners to identify an appropriate site in the Site allocations and Management DPD for the Science Park. Having regard to the scale of development, a development brief including a masterplan should be prepared. The Science Park will have user restrictions to prevent its use as an open B1 business park and will be restricted to uses within Class B1b of the Use Classes Order; research and development, laboratories and high tech uses, unless small scale associated activities such as a crèche are provided to help mitigate its impact on the demand for labour.

The application has been submitted in advance of a land allocation identifying an appropriate site for a science park and as such could be considered premature. The first phase of 18,580sqm, subject of the current application is within the size set out in the Core Strategy. The Core Strategy has been found to be sound. It is anticipated that the Core Strategy will be adopted at the meeting on 29<sup>th</sup> January 2010.

It should be noted that the siting of the Science Park on this site was subject of discussion at the Core Strategy Examination In Public. The University of Reading submitted a Hearing Statement and Location Justification Report, submitted with the current application, about the need for a Science Park and why the Shinfield site had been chosen. The University set out the reasons why the Shinfield site was considered the most suitable, which in summary are the high profile nature of the site, being visible from the M4, the accessibility by a range of modes of transport, its location in the A327 corridor linking it to the Reading University Campus site and the fact that the University owns the site and therefore can control tenancy.

The Core Strategy Inspectors report has been received and in respect of the siting of the science park the Inspector made comments which are relevant to the determination of the current planning application and are summarised as follows.

The science park could be accommodated here in conjunction with the development of the South of the M4 SDL, providing employment within walking and cycling distance of the new housing. The Inspector agreed that the Science Park and SDL are separate identities even though the detailed masterplanning of each would have to take into account the other. Policies CP4, CP6 and CP10 provide mechanisms to ensure that adequate infrastructure can be delivered to support the proposal.

The likely site is accessible to the A327 corridor, along which many of the university's buildings are located, which is a significant advantage in securing strong links between the research and development arms/aspects of the collaborative venture.

The Inspector considered other sites as part of the Examination In Public that had been suggested as alternative sites for any new science park. He considered that Green Park would have several problems as an alternative site, including whether there would be enough premises of a suitable size, type and location available for the long term aspirations for a science park of up to 55,000sq. m. Green Park does not lie close to the A327 corridor along which much of the university is situated and retro fitting the science park to an already planned pattern development and existing buildings is likely to be *different from a university led scheme which can evolve to meet the specialist needs of different enterprises*. The Inspector considered that it was far from certain that the B1 premises in Green Park would be physically suitable or let on terms to suitable occupiers who would meet the restricted entry requirements for a successful science park concerning research and development operations and strong linkages to the university.

He considered that other sites all suffered fundamental setbacks. Suttons Business Park provides valuable industrial floorspace and is poorly linked to the university in accessibility terms. Bulmershe Campus at Woodley has limited scope for transport improvements and is too small. Whiteknights Campus is the main educational facility of the University and needs to be retained. The Inspector considered that the location of the science park at Shinfield would have good access to the A32 corridor and occupants could contribute to and take advantage of improved bus services as

proposed in the South of the M4 SDL proposals.

While he noted that the Highways Agency were concerned about the impact on junction 11 of the M4 of development beyond the 20,000sq. m. first phase, he considered it too early to provide detailed information about the likely evolution of the proposal beyond 2016 and hence to calculate with any acceptable degree of certainty the likely effects on the strategic road network. Henceforth the only possible improvements that are likely in respect of Junction 11 of the M4 are likely to be in traffic and transport management, not increased physical capacity. Other policies in the Core Strategy provide adequate foundation to ensure that proper travel plans would be put in place.

The Inspector states that ideally a very clear direction about such an important strategic proposal as the science park would be included within the Core Strategy. He accepted that the timescale for progressing the scheme was not aligned with the Core Strategy programme and the relevant parties were not in a position to undertake full consultation about a detailed site specific proposal before the Core Strategy was published.

The Inspector concluded that from the evidence presented at the examination, he considered that there is no better alternative to the development of a science park at Shinfield which appears to be deliverable. In effect then, while the site has not been allocated and there is not an approved masterplan, the site has been accepted in principle as the site on which the science park can be located.

#### Environmental Impact Assessment

Due to its scale and nature, the Proposed Development constitutes 'Environmental Impact Assessment (EIA) Development' under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The Proposed Development falls within Categories 10b (Urban Development Projects) and 10(f) (Construction of Roads) of Schedule 2 of the EIA Regulations and is considered likely to have significant environmental effects with respect to transport, ecology and landscape.

Consequently information on the likely significant effects of the Proposed Development has been gathered and is presented in an Environmental Statement (ES). The ES considers the likely significant environmental effects of the Proposed Development during construction and once completed and proposes mitigation measures to prevent, reduce and offset any significant adverse effects on the environment.

The agents have stated in the case of a development project of the nature and scale proposed, it would not be feasible to make a detailed application that encompasses the entire development, therefore at this stage the University of Reading is only seeking planning permission for the first phase of the Science and Innovation Park. However, to ensure all likely significant effects of the total development eventually proposed are identified and assessed the EIA has considered the environmental effects of the total Proposed Development.

#### The impact on the character of the area

Views of the site from the M4 offer good visibility and can provide an opportunity for a high profile development and the Local Planning Authority accepts that such a

prestigious development should be visible from the M4. Although the Science and Innovation Park will be visible from the M4 it will not be widely visible from other directions due to site levels and planting. So while the park will have a real presence on the main approaches, there will be distinct separation from Shinfield and minimal visibility from the rural Lodden Valley.

All buildings will have their principal entrances facing the central street to provide a character of a dynamic central street punctuated by larger public spaces. The central street leads into an open piazza designed to function as a meeting point or a place to sit and relax with colleagues.

The heights of buildings will range from 2 and 3 storeys in the first phase and between 2 and 4 storeys in subsequent phases. Generally the buildings will be either steel or concrete framed with the external envelope consisting of "engineered" façade solutions such as curtain walling and cladding systems together with glass, metal, timber and perforated aluminium. Sustainable technologies will also be considered and where feasible buildings will incorporate green roof systems.

Documentation submitted with the planning application includes a Design Code to help establish a series of principles of good urban design. While this sets some principles it is stated that the design code should not inhibit the greater creativity in architectural and landscape design that can set the Science and Innovation Park apart from other science parks. It should be reviewed on a regular basis and evolve to raise standards as the built environment evolves. The design and siting of buildings will be a matter to be determined at the reserved matters stage, although it should be made clear at this outline stage that the Local Authority expects a high standard of design.

Existing planting will be retained and new planting is also proposed. This will enable the new development to blend in with its surroundings and ensure that the development makes a positive contribution to the character and appearance of the area.

#### Impact on trees and landscape

The site is situated in District character area J3(d) 'Spencers Wood Settled and Farmed Clay'. This area consists of a belt of farmland and settlements, including Shinfield, Spencers Wood and land to the south-west. The site is located in the north of the character area and is separated from the rural southern part of the character area by the village of Shinfield. This part of the character area has significant urban influences, including Shinfield village, the M4, and Lower Earley. The Science and Innovation Park site is also visually separated from the southern part of the character area by the ridgeline, giving an east-facing aspect, away from Shinfield village. The 'Loddon Valley' character area lies beyond the Science and Innovation Park site, to the south-east. It has a much more rural feel than the "settled" Shinfield area although the northern part is, again, substantially affected by the M4 and by Lower Earley.

Existing landscape and natural setting within and around the site are assets that must be integrated in the development. The Proposed Development has been designed to minimise effects on landscape features. The only loss of woodland would be small sections of semi-mature motorway embankment copses, to accommodate the proposed new motorway bridge. All other woodland will be retained and enhanced, with further areas of woodland planting to increase the landscape structure of the area. Mature hedges and trees within and adjacent to the Assessment Site, such as those along Pearman's Lane, will be protected from construction. Brown's Green, the small

triangular field at the eastern corner of the Science and Innovation Park site, will be retained as relatively open land, albeit of a different character. The field adjacent to Badger Cottage will be retained. Overall, there will be limited losses of trees and substantial new tree planting.

The site will be terraced and the terraced car parks will have belts of planting along the contours. New woodland planting is proposed with native woodland alongside the access road. Between the access road and the science park semi mature tree lines will be planted to form a wooded skyline when viewed from the west bound carriageway of the M4. These new woods together with the mature Pearmans Copse, reservoir side copse and semi mature trees along the motorway will reduce the visual effect of the M4. There will also be strategic planting around the site perimeters including along the Cutbush Lane boundary. Planting within the Science and Innovation park itself will be more decorative and formal.

The design of the Science and Innovation Park involves buildings located together along a main street with car parking away from and behind the building street. This means large areas of car parking which could be visible in views from the M4. The car park design uses site levels, parking orientation and planting to screen the car parking from the motorway and provide a green setting to the buildings, similar to the approach adopted by John Lewis for their car park adjacent to the M40. To achieve this, the car park is provided in terraces with level changes of 0.25m to 0.5 metres.

It has been agreed that the Science and Innovation Buildings should be visible from the M4 motorway as it is a prestigious development, provided that the buildings are of a high quality design. However the car park area needs to be screened and the Local Authority wishes to ensure that the landscaping immediately adjoining the motorway has an informal appearance more in keeping with the countryside planting already visible in views along the motorway. A more formal landscape form within the site is considered acceptable.

The Science and Innovation Park proposals will be designed to have visual distinctiveness from surrounding settlements which will be a quite different type of development from the extensive suburban housing areas of Shinfield and Lower Earley. The raising of the ridgeline and associated woodland planting will create a strong wooded skyline when viewed from the north-east, with the proposed development set into the landscape below. Existing woodland along its southern boundary encloses the Science and Innovation Park site from the south; this will be further strengthened.

There would be limited visibility from the Loddon Valley or from the surrounding settlements of Shinfield and Lower Earley. From the M4, there will be a designed view of high quality buildings and substantial new landscape structure, to replace the existing rural fields. This change of view has a minor adverse effect. However, this relates to the degree of change from an agricultural field to a development site. The scheme itself will be visually attractive, with the designed elements appearing appropriate to this location.

#### Access and Movement

The current access to the site from Cutbush Lane will support only a limited increase in traffic numbers.

Vehicular access to the science park will be via a new access road running from

Shinfield Village, around the Listed Lane End Farm, parallel with the M4 motorway and will provide access to a new four lane bridge over the M4 motorway. A roundabout on the new access road, north of Cutbush Lane, will provide access into the proposed site.

Vehicles will drive through the centre of the science park to access the parking area, which is shown providing a parking ratio of 1 space per 30 square metres of gross floor area. 5% of the parking spaces will be disabled parking bays. The level of parking provision has been of concern and discussion, and more details are needed to agree the final numbers of spaces and measures to control traffic demand to the site.

The main arrival area has been designed as a shared surface with priority for pedestrians. A safety audit has been provided to assess this aspect and ensure no danger to pedestrians from the vehicular access to the parking area being across the shared surface.

A secondary access for use only by emergency vehicles, buses, pedestrians and cyclists is shown from Cutbush Lane. Further information is required to show how this access will be controlled

Another access onto Cutbush Lane to the west is for pedestrian and cycle use only

The proposed access road will divert traffic away from Shinfield Village centre and the existing Black Boy bridge will be retained for buses, cycles and pedestrians with all vehicular traffic using the new overbridge. Cycle lanes will be provided from the Science and Innovation park to the north-east via Cutbush Lane and to the north-west via the access road to Black Boy roundabout and to the south west via Cutbush Lane.

Pedestrian routes will be provided along the access route to the Science and Innovation park along Cutbush Lane, and continuity of pedestrian routes will be achieved with additional facilities along Hollow Lane and by improvement of interconnecting footpaths where appropriate.

It is proposed that a shuttle bus service will be introduced to connect the science and innovation park with the University's Whiteknights Camps and Reading Town Centre and railway station during business hours. The site is also within 800m of four bus routes collectively providing ten buses per hour.

It is proposed that the access road, including the motorway bridge and Lane End Farm junction with Shinfield Road will be completed by 2012 for the construction and ultimate occupation of the first phase of the Science and Innovation Park by 2016.

The entrance roundabout has been amended to remove two of the arms which are not needed for the Phase 1 development and to ensure that the position of the eastern relief road, shortly to be the subject of public consultation, will not be prejudiced. The arrival area has been detailed to address possible conflict between motorised vehicles, cyclists and pedestrians. Traffic calming measures have been introduced and more information provided in a road safety audit.

It has been indicated that while a lower parking ratio than 1 per 30sqm could be provided for later phases of development, this level of car parking is needed for Phase 1 of development while public transport starts to be provided on site and people adjust to using public transport rather than the private car. Later phases of development can be

provided with lower ratios of parking as walking, cycling, car sharing and public transport becomes established and used more frequently by the public. A Park wide green travel plan will also be developed to ensure that every effort is provided to encourage use of alternatives to the private car.

#### Impact on Listed Buildings and Heritage/Archaeology

There are two Listed Buildings potentially affected by the proposed development and these are Lane End Farm and Cutbush House/Badgers Cottage.

The implementation of the access road junction has an effect on Lane End Farm in the following ways:-

- (1) The creation of a gyratory system around the building. This has the effect of leaving the Listed Building on what is effectively an island site. While this is not an ideal situation, land is still left around the Listed Building and new planting is proposed around the Listed Building. Substantial new planting is proposed particularly along the new highway boundary to separate the roads from the land around the farmhouse.
- (2) Demolition of a number of outbuildings, largely 20<sup>th</sup> Century former horticultural research sheds. The agents have stated that the removal of these buildings would enhance the curtilage and setting of the Listed Building and it is agreed that many of the buildings surrounding the Listed Buildings are not attractive and their removal would be of benefit to the Listed Building.
- (3) Removal of the eastern part of the former stable building and reforming of the brick gable end. The majority of the building, which is an attractive building, would be retained and provided that the brick gable end is rebuilt in a sensitive fashion which could be done by reusing some of the materials of the demolished part of the building is considered acceptable. As this building is outside of the red line site, changes would have to be secured by legal agreement.
- (4) Part removal of a brick wall that fronts onto Shinfield Road to provide acceptable visibility splays. The wall is of poor condition and relatively modern and it is proposed to erect a new replacement wall of better quality which would be an improvement.
- (5) The new buildings would be approximately 430m away and therefore have no impact on Lane End Farm.

There were also concerns with respect to Lane End Farm no longer being used as a residential property, given that the road will go around the Listed Building so there will be additional noise and potential light pollution due to lighting the Gyratory. While the University considered that the building was likely to remain in residential use there were doubts about this being the case due to noise and light effects and as a result concerns that the Listed Building may fall into decline due to no identified use should the residential use cease. The University have therefore suggested a number of uses as alternatives including Use Class A3 (restaurant and café), Class A4 (drinking establishment/wine bar), Class B1 (Business), Class C1 (Hotel), Class C2 (residential institution) or Class D1 (crèche, day nursery, museum, art gallery or other such non residential uses). While any of these could potentially be acceptable, this would depend to a large extent on what internal or external changes might need to be made to the Listed Building. As the Listed Building is outside of the site, any additional information would need to be secured via the legal agreement.

The impact on Cutbush House/Badgers Cottage concerns the proximity of the proposed

buildings rather than the road for this phase of the development. Large areas of landscaping/woodland are shown to the rear and side of the Listed Buildings. The road at its nearest point is approximately 130m from the Listed Building and the nearest of the proposed buildings shown on the illustrative plan is approximately 160m away. Given the distance between the proposed built form and the Listed Building it is not considered that the proposal would be detrimental to the Listed Building.

An assessment has been carried out in terms of archaeology and there are no known archaeological features or sites within the proposed development site. An overarching document has been submitted as part of the application, and this document presents the method by which any archaeology on site will be preserved in situ or by record in advance of ground works. Subject to the works being carried out in accordance with this document and no unforeseen circumstances, there are no objections subject to condition.

#### Impact on Wildlife and the Environment

Site preparation and construction activities with potential to cause harm include:

- Vehicular access to various parts of the Assessment Site and preliminary site investigations;
- Site traffic and heavy plant movements and temporary access routes for construction traffic;
- Compaction of soils, and damage to adjacent habitats by heavy machinery;
- Physical trampling damage to habitats caused by workers;
- Damage to habitats by inappropriate storage of materials and location of works compound(s);
- Removal of vegetation and topsoil/sub-soil stripping;
- Increased risk of uncontrolled discharges of pollutants (e.g. sediments, fuel, other chemical spillages);
- Increased disturbance to wildlife due to increased human activity on-site, noise, dust and light; and
- Provision of services and utilities – infrastructure (electricity, water, gas, internet, foul & grey water drainage).

Operational activities with potential to cause harm include:

- Surface water drainage affecting hydrology;
- Increased day time population in the area leading to increased demand for recreational opportunities and disturbance;
- Increased lighting, and presence of roads and vehicles;
- Implementation of landscape plan and habitat management; and
- Damage to mitigation works from vandalism, fires, fly-tipping, etc. Although much of the site is open farmland that does not support a high diversity of wildlife, the hedgerows, reservoir and woodland are used by wildlife, including bats and badgers, as foraging habitat.

The potential impact on these species have been considered and mitigation measures such as buffers around retained features, wildlife corridors and areas of high quality badger foraging habitat have been designed into the scheme.

As there are no predicted potential effects on botanical features within the site no avoidance or mitigation measures are required. However, enhancements are possible and will include:

- The management of Lane End woodland through the removal of non-native species, thinning and supplementary planting with suitable native local provenance species,

where this will not conflict with other wildlife interests; and

- The regeneration of the hedgerow east of Cutbush Manor woodland through a more sensitive trimming regime and supplementary planting with native local provenance species.

All of these enhancement measures will be included within an Ecological Management Plan for the Proposed Development which will provide appropriate detail of recommended habitat enhancements and future management to sustain and improve biodiversity.

In order to avoid potential harm to wildlife during construction and operation of the scheme measures including restricted working hours, fenced buffer zones, badger proof fencing and tunnels under the access road and a lighting strategy are proposed. The plans have been amended to show that additional strips of woodland planting can be provided to the edge of existing woodland fragments at Cutbush Lane and to the north of the reservoir. This is to reduce the conflict between the badger foraging habitat and the edge effect on woodland.

Approximately 7ha of land within the Proposed Development is to be landscaped with a further 3.1ha of existing grassland and arable land enhanced solely as Badger foraging habitat. The details of the landscaping and mitigation proposals for Badgers are given in the separate confidential badger report. This details the various changes including associated mitigation and management proposals designed to support the resident badger clan. These include the provision of worm-rich feeding areas and the planting of fruit and nut-bearing bushes. These habitats will also benefit a range of bird species.

These areas will be regularly fertilised with livestock manure to increase the worm density and mown or sheep-grazed, to maintain a short sward primarily for Badger foraging. This habitat management would also benefit many bird species including thrushes, corvids and Starling that feed in short grassland on invertebrate prey. Small stands of native local provenance fruit and nut-bearing tree and shrub species, including Crab Apple *Malus sylvestris* and Hazel, will be planted around the edge of the field which will provide further food resources for breeding and wintering birds. These enhancements will be implemented prior to construction.

Operational effects on wetlands in and around the Proposed Development will be mediated via a purpose-designed Sustainable Drainage Scheme (Suds), with the creation of a new balancing pond and other wet areas. Ponds are becoming scarce in the British landscape, as recognised by the new Biodiversity Action Plan Habitat Plan for lowland ponds. The water supply to the reservoir, in particular will be identified and safeguarded. The reservoir will not be used as part of the proposed Suds scheme.

To the south of the reservoir a grassland buffer zone is to be retained; this will provide habitat for badgers and grass snakes, amongst other species and will help to maintain the small wetlands identified as being of value to aquatic invertebrates.

In order to ensure that effects upon bats are avoided where possible, the proposals have been designed to retain existing landscape features used by bats; Pearman's Lane will be retained and buffered from the proposals with new native species planting; The proposal has kept the main vehicular access to the Assessment Site away from Cutbush Lane and the important roosts around Shinfield Grange; this step will reduce

the traffic noise from vehicles disturbing roosts and enable lighting of this stretch of road to remain minimal. To minimise light pollution as much as possible from the Proposed Development low level lighting and baffles will be used to keep lighting away from areas of vegetation.

#### Noise and Air Quality

The site is within an Air Quality Management Area due to the proximity to the M4. The adoption of measures on the control of dust and emissions from construction and demolition, together with a Construction Environmental Management Plan will ensure that the effects of the proposed development in terms of construction are considered to be low.

The approach to air quality assessment included the key elements listed below and is consistent with LAQM Technical Guidance: LAQM.TG09 (Ref 11.13):

- consideration of WBC's Air Quality Review and Assessment (R&A) documents;
- assessment of existing local air quality conditions through a review of available air quality monitoring data for the area;
- qualitative assessment of the dust nuisance effects during construction; and
- quantitative assessment of the effect on local air quality from additional traffic flows associated with the Proposed Development, utilising an advanced dispersion model.

The following "High Risk" measures are proposed:-

#### Site Planning

- Erect solid barriers to site boundary;
- No bonfires;
- Plan site layout—machinery and dust causing activities should be located away from sensitive receptors;
- Site personnel to be fully trained;
- Trained and responsible manager on site during working times to maintain logbook and carry out site inspections;
- Hard surface site haul routes; and
- Use nearby rail or waterways to transport to / from site.

#### Construction Traffic

- All vehicles to switch off engines – no idling vehicles;
- Effective vehicle cleaning and specific fixed wheel washing on leaving site and damping down of haul routes;
- All loads entering and leaving site to be covered.
- No site runoff of water / mud;
- On-road vehicles to comply to set emission standards;
- Non Road Mobile Machinery (NRMM) to use ultra low sulphur diesel (ULSD) where available and be fitted with appropriate exhaust after-treatment from the approved list;
- Minimise movement of construction traffic around site; and
- Hard surfacing and effective cleaning of haul routes and appropriate speed limit around site.

#### Site Activities

- Minimise dust generating activities;
- Use water as dust suppressant where applicable;

- Cover, seed or fence stockpiles to prevent wind whipping;
- Re-vegetate earthworks and exposed areas;
- If applicable, ensure concrete crusher or concrete batcher has permit to operate.

A noise and vibration assessment has been carried out. A Construction Environmental Management Plan would be implemented to minimise noise and vibration disturbance. The Environmental Statement sets out mitigation measures to address noise impact from vehicular traffic on properties in Fuchsia Drive and Chrysanthmum Drive, including control at source e.g. reduced traffic speed or road surface treatment.

Mitigation proposed in respect of noise, in addition to the provisions contained within a Construction and Environmental Management Plan, would include:

- Standard construction working hours i.e. Monday to Friday 07:00 to 18:00 hours, Saturdays 07:00 to 13:00 hours, with no noisy working on Sundays, Bank or Public Holidays, subject to consultation with WDC;
- The use of quieter alternative methods or mechanical plant to reduce the noise effect on NSRs;
- Positioning plant, equipment, site offices, storage areas and worksites away from NSRs, both on and off-site;
- Ensuring that all vehicles, mechanical plant and equipment are maintained and operated in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum; and
- Ensuring that piling is undertaken using most appropriate technique, with minimal noise and vibration generation in mind. The piling method will be agreed in conjunction with WBC, prior to work commencing.

If noise and vibration monitoring is required during the construction phase, a suitable monitoring protocol will be developed in conjunction with WDC and implemented by the PEM. Permanent noise monitoring equipment could be installed at representative NSRs within the immediate vicinity of the Assessment Site, as agreed in conjunction with WBC to minimise potential disturbance and comply with noise control limits.

### Economic

Over the past 15 years within the South East region, employment in traditional manufacturing has declined, but employment in advanced manufacturing, engineering, business and financial services has increased. Professional and technical jobs, requiring higher level qualifications, have also increased.

By providing an environment in which new scientific and technological businesses can start up and flourish the proposal will encourage economic diversity. The development will generate businesses that enhance the skills and knowledge base of the Thames Valley and therefore is in compliance with national, regional and local policies. It is envisaged that the introduction of a science park to the sub-region will create an important cluster of firms, referred to in policy RE2 of the South East Plan, who will engage in knowledge and skills transfer, thereby maximising their potential and inducing an increase in productivity.

Phase 1 is expected to generate around 150 jobs between 2010 and 2016. The completed Science and Innovation Park is expected to create an estimated 3,100 jobs in total. The proposal will be a benefit to the economy in higher skills and the opening up of opportunities. The types of jobs created by the operation of the Proposed

Development are likely to comprise high profile jobs with a large proportion of managerial and professional occupations.

#### Next Generation Infrastructure

Given that a Science and Innovation Park is proposed and that communication between the University and Business Park will be important, it is considered that there should be consideration of providing Next Generation Access Broadband on the site. This will provide high speed broadband that will be beneficial to the Park in several ways including:-

- The quality of telecoms on a site is an important factor in company location
- Today's active products impose limitations on product innovation so a Next Generation Broadband service would help innovation
- Allows for working from another location/teleworking/video conferencing that would reduce car use
- Social benefits such as remote health and e-learning services and easier working conditions for people with disabilities
- Allows movement of data storage and security to be off site

#### Impact upon residential amenities

Most residential properties are a considerable distance from the part of the site where the buildings are proposed, the nearest being Cutbush House/Badgers Cottage which are 160m away. The nearest properties in the more modern houses (Chrysanthemum Drive, Monarch Drive, etc) are approximately 270m away. New landscaping will help to soften views of the development and given the distances involved the proposal will have no direct impact because of the proposed buildings.

The most affected properties from the new proposed roads are properties in Fuchsia Grove where the houses are approximately 15m from the road. However there is room for some landscaping and as already set out in the noise section of the report mitigation measures to address noise impact from vehicular traffic on properties in Fuchsia Drive and Chrysanthemum Drive are proposed. Therefore while it is accepted that there is some impact on the residential amenities of those properties, it is not considered so detrimental as to warrant refusing the planning application.

#### Flooding/Drainage

A water quality and resources assessment involved the following methodology:

- Consultation with relevant statutory and non-statutory bodies;
- Desk study and walkover of Assessment Site and surrounds to establish baseline conditions, including the determination of the sensitivity of these conditions;
- Evaluation of the potential effects of the Proposed Development and the effect these could have on the baseline conditions;
- Evaluation of the significance of these effects through consideration of the sensitivity of conditions, and determine the magnitude of the effects (adverse and beneficial);
- Identification of possible measures to help avoid and mitigate against any potential adverse effects resulting from the Proposed Development; and
- Identification of residual effects following the implementation of mitigation measures.

A Flood Risk Assessment, including details of a surface water drainage strategy in line

with a Sustainable Drainage Strategy has been completed for the development and the Environment Agency have raised no objection subject to a condition. Thames Water have requested a condition with respect to provision of a drainage strategy.

#### Energy Efficiency and Renewable Energy

An energy demand assessment has been undertaken. Phase 1 of the development will be subject to revised building regulations requiring that carbon emissions from regulated energy demand will be 44% below the requirements of the 2006 Building Regulations. Subsequent phases will be assumed to be developed post 2016 and therefore to meet zero carbon requirements.

A 27% reduction in CO2 emissions can be achieved by improving the performance of the building fabric to reduce heat loss and energy demand. The remaining 17% will be met by meeting a proportion of the anticipated annual energy demand by renewable technologies generating electricity and heat.

Renewable electricity supply is most likely to be met from solar photovoltaics as there will be insufficient roof area in the first phase of development to meet the requirement from small scale building mounted wind turbines. Renewable heat supply could be met from a range of technologies, including Biomass, Solar Hot Water and heat pumps.

An Energy Performance Certificate will be provided and will clearly display the energy credentials of each building and all buildings will be designed to seek to reduce the need for energy in the building design and look at how to use energy more efficiency.

The university's aspiration is that all the buildings will be designed to achieve a BREEAM rating of excellent by a range of methods including for instance the use of green roofs.

Permeable paving will be used in all car parking areas. A highly efficient ventilation heating and cooling strategy will be developed, as well as measures such as water reduction features and measures to promote cycling and walking and discourage the use of private cars.

A Site Waste Management Plan has been provided to reduce the effects of the proposed development and includes details of reuse of materials on site and sustainable waste management techniques.

#### Minerals

The Site has been identified as a potential site for minerals safeguarding in the emerging Joint Berkshire Waste and Minerals Core Strategy Submission Draft 2008. Although there is evidence of historic mineral working in the area there are not currently no operational mineral workings in or adjacent to the Assessment Site, or any dormant mineral permissions. Furthermore there are no allocated preferred areas for future mineral workings as defined by the adopted MLP. However taking account of up-to-date information and the Assessment Site's location within a preferred option MSA it is therefore considered important to establish the effect the Proposed Development would have on the local area and wider region in terms of mineral provision.

It is possible to extract mineral from a site prior to development, however, due to the poor quality of the reserve and the lack of requirement for such minerals, it is not

proposed to extract any mineral prior to commencement of the Proposed Development.

The contribution to the South East Regional Apportionment for the supply of aggregates for Berkshire is 1.57mtpa of sand and gravel. At the current time Berkshire's Annual Monitoring Report (AMR 2007) (Ref. 17.9) states that it is achieving 41% of this target as a result of current market demand. The AMR also indicates a slight shortfall in the landbank of permitted reserves which currently stands at 6.3 years. Berkshire has stated that they do not anticipate that this is a problem for two reasons, firstly the demand for aggregate is being met at the current time and secondly the County has potential resources in allocated preferred areas for mineral working in the adopted MLP which can satisfy at least five further years of contribution to the regional apportionment if planning permission/s is granted.

It is therefore considered that the sterilization of 0.02% of the identified potential resource will be of negligible significance to mineral provision in the County. Furthermore additional areas of potential resources and candidate preferred areas for mineral working are being considered in the emerging Minerals Core Strategy. Initial evidence indicates that there is more than sufficient potential mineral resources (potentially of a higher quality) to ensure continued supply of primary minerals including for the contribution to the Regional apportionment of aggregates (which is currently under review through the RSS) for the emerging plan period. In addition, based on a review of available geological data the potential mineral resource is judged to be of a low quality. Therefore, if mineral provision were required it is unlikely that these resources would be called upon.

#### Agriculture/soils

The land and soils of the Site have been surveyed and assessed to include land in Grades 2 and 3a of the ALC. This is land of best and versatile quality. The agricultural land within the Assessment Site is occupied by a single interest; University of Reading Farm. This is a very substantial agri-business interest engaged in arable and dairying activity; the latter supporting a significant research facility. As such the farm has a greater than local significance. The Site is almost entirely involved with arable operations.

The Proposed Development would result in the permanent loss of some 13.1 ha of best and most versatile land, and affect a further 4.7 ha. There is little scope to mitigate this loss, other than to retain soils in an undisturbed a condition until such time as actually needed. However, assuming the Proposed Development is fully implemented, a residual loss of 13.1 ha of a national resource is an adverse effect, but of minor significance. The affected agricultural interest would lose a noticeable amount of arable capability and would require adjustment to its farm waste management strategy. Given the status and nature of the interest, the consequences are assessed to be effects of moderate to minor adverse significance.

#### Accessibility

Disabled parking bays are proposed in line with the councils policies. It has been indicated that there will be a level approach to all buildings and wheelchair refuges will be provided. Wheelchair accessible toilets and showering facilities will be provided.

## **CONCLUSION**

While the proposal does not comply fully with development plan policy, it is considered that the circumstances of this particular case justify recommending the application for approval, subject to no objections from the Government Office for the South East.

**NB All reports seek to identify environmental, community safety, customer care and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported**

**CONTACT DETAILS**

<b>Service</b>	<b>Telephone</b>	<b>Email</b>
Development Management	0118 974 6428 / 6429	development.control@wokingham.gov.uk

# SCIENCE AND INNOVATION PARK PHASE 1

156

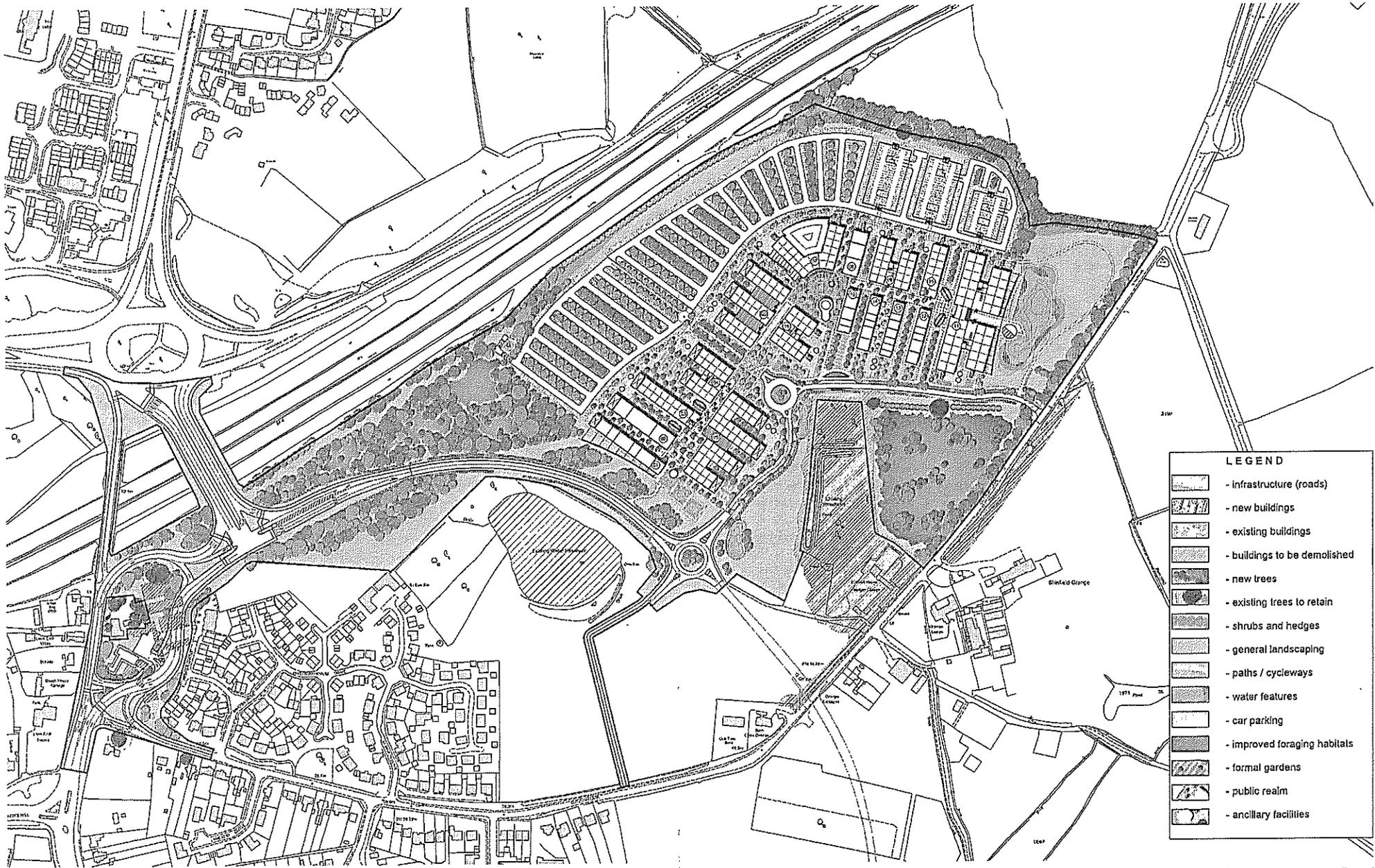


LEGEND	
[Symbol]	- infrastructure (roads)
[Symbol]	- new buildings
[Symbol]	- existing buildings
[Symbol]	- buildings to be demolished
[Symbol]	- new trees
[Symbol]	- existing trees to retain
[Symbol]	- shrubs and hedges
[Symbol]	- general landscaping
[Symbol]	- paths / cycleways
[Symbol]	- water features
[Symbol]	- car parking
[Symbol]	- improved foraging habitats
[Symbol]	- formal gardens
[Symbol]	- public realm
[Symbol]	- ancillary facilities

Plan showing the extent of the First Phase of the Science and Innovation Park

# POTENTIAL COMPLETED SCIENCE PARK

157



LEGEND	
[Symbol]	- infrastructure (roads)
[Symbol]	- new buildings
[Symbol]	- existing buildings
[Symbol]	- buildings to be demolished
[Symbol]	- new trees
[Symbol]	- existing trees to retain
[Symbol]	- shrubs and hedges
[Symbol]	- general landscaping
[Symbol]	- paths / cycleways
[Symbol]	- water features
[Symbol]	- car parking
[Symbol]	- improved foraging habitats
[Symbol]	- formal gardens
[Symbol]	- public realm
[Symbol]	- ancillary facilities

**DELEGATED**

FROM: Jennifer Seaman

DATE: 29<sup>th</sup> May 2009

**EARLEY TOWN CONSULTATION SHEET**

**Application Number:** 0/2009/1027

**Proposal:** Outline application for phase 1 development of Science and Innovation Park.

**Site Address:** Land North of (Lane End Farm) Cutbush Lane, Shinfield

**Applicant:**

Your observations are required in respect of this application by 25/06/09

Members of the Planning Committee did not have any specific comments to make on this proposal, however, it should be noted that the Town Council remains extremely concerned about the additional traffic which will be generated by all the new development proposed in this area.

CASE C      JXS  
15 JUN 2009  
CC  
F

SIGNED: M. Rowth  
Clerk to Earley Parish/Town Council.

DATE: 09.06.09



Clerk: Mrs. J Barnes, Shinfield Parish Council, Shinfield Parish Hall, School Green,  
Shinfield, Berkshire RG2 9EH.  
Tel: 0118 988 8220 Fax; 0118 988 8221  
E-mail: [shinfieldparish@btopenworld.com](mailto:shinfieldparish@btopenworld.com)  
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1 July 2009

Ms Jennifer Seaman  
Case Officer  
Wokingham Borough Council  
PO Box 157  
Shute End  
WOKINGHAM RG40 1WR

e-mail: [development.control@wokingham.gov.uk](mailto:development.control@wokingham.gov.uk)

Dear Ms Seaman,

**Applications O/2009/1027 and LB/2009/1051: Science & Innovation Park plus major highway works on the A327 and demolition of buildings at Lane End Farm, Shinfield**

We write within the extended time-scale to submit our comments on the above hybrid application for both Outline and Full permission for numerous proposals at the above site in our parish. Due to the complexity and mixed nature of the application, we trust that you will accept the following comments on the whole scheme, rather than requiring separate observations on each of the elements:

- 1) Having been consistent over many years in our fervent support for the preservation of green gaps and wedges, we now fully support the Core Strategy policy of retaining the separation of settlements, and must therefore record our prime concern at the siting of such a significant development in the green gap separating Shinfield village and Lower Earley. Our Consultation Draft Parish Plan provides plentiful evidence of our communities' support for retaining such separation of settlements, and we had understood it to be a key element of WBC's Core Strategy, albeit that the proposed science park site itself lies immediately outside the SDL: South of the M4. We call for a careful assessment of this potential breach of such an important local planning policy.
- 2) It would appear from the phasing programme that the proposed building of the new link over the M4 to the Black Boy roundabout will follow-on some months after the commencement of construction, and we call for this infrastructure provision to precede such major construction activity, to mitigate the adverse impact of construction traffic on the residents of Cutbush Lane.

*Shinfield Parish includes the rural communities of Grazeley, Ryeish Green,  
School Green, Shinfield Rise, Spencers Wood and Three Mile Cross.*

- 3) A linked adverse impact upon these same residents relates to the proposed start-time of 7am for construction activities, and we call for a condition to be imposed delaying this start-time by up to an hour in the interests of local residential amenity.
- 4) Concern has also been expressed by local residents at the apparent proposal for the routing of buses past Cutbush, a listed building with foundations that are unlikely to survive such inappropriate abuse.
- 5) Local residents are also claiming that paragraph 4.76 of CP17 of the WBC Core Strategy has not been fulfilled with regard to pre-application consultation.
- 6) A further major concern expressed by our members relating to the highway and traffic implications, is the proposed level of the roundabout linkage to the prospective Eastern Relief Road. Were this to materialise at some future date, it is most important that proposed levels of this early element of such a scheme should not compromise the crossing of Cutbush Lane. Past proposals for a relief road had to be modified in order to accommodate a satisfactory intersection and our members are most anxious that your highway team take this into account in their assessment of this particular proposal.
- 7) We would also call upon your assessment team to ensure that the integrity of the local footpath and cycleway network is enhanced rather than compromised by these proposals.
- 8) Given the extent of the buildings and car parking areas covering such an extensive land area, our members are most anxious that there is careful assessment of run-off provision for rainwater to mitigate the impact and minimise the risk of flooding in the wider susceptible area adjoining the Loddon.
- 9) Our final comments relate to the proposed demolition of outbuildings at Lane End Farm, where our members are most anxious that the integrity of this listed building is not compromised, both with regard to the farmhouse itself as well as the fine brick-built buildings within its curtilage.

We urge you to pay due regard to the above-listed concerns of our members, reflecting opinions within the local community, in your assessment of this major proposal in our parish.

Yours sincerely,

Jacqui Barnes,