

Agenda Item 74.

Application Number	Expiry Date	Parish	Ward
232995	EXT	Shinfield	Shinfield South

Applicant	University of Reading
Site Address	Land South of Cutbush Lane East, Shinfield. RG2 9AA.
Proposal	Full planning permission for the construction of an extension to the Thames Valley Science Park spine road to provide access to a proposed new building for the Natural History Museum, landscaping, surface water attenuation and other associated works. Application is a potential departure from local plan.
Type	Full
Officer	Christopher Howard
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on 13/03/2024
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	APPROVAL Three tiered recommendation as fully set out in Appendix 1. Recommendation is subject to a section 106 agreement to secure the heads of terms below together with the conditions and informatives set out in Appendix 1

SUMMARY

The application is for a spine road that effectively extends the Thames Valley Park spine road / Cutbush Lane East to serve the proposed Natural History Museum site. There is a concurrent application which is under consideration for a new building to serve the Natural History Collection under planning reference 232833; and further detail is provided in the report for this item which will follow this application on the committee agenda. It should be noted that the road by itself would not be supported.

The Natural History Museum is required to relocate their sample storage facilities from their existing site in London and Tring. The site has been brought forward in partnership with the University of Reading. The site has been selected due to its proximity to London, being well connected to the motorway and Heathrow and the connection with the university. Essentially, the road would enable the delivery of a purpose built facility that would seek to safeguard around one third of the Natural History Collection. It will also enable research and development for the site since this incorporates laboratory space and an area for digitisation of the collection. The road infrastructure would support the delivery of this facility given the site does not have any existing access. By taking both applications into account, they will deliver significant benefits which are outlined in the planning balance section below.

The layout of the road has been well considered and it incorporates good facilities for the end user which includes a 3m wide pedestrian / cycle way. In addition, it includes a landscaping strip that is also 3m wide which provides segregation between vehicles and pedestrians and cyclists to provide a safe and attractive route. The drainage proposed also

incorporates SUDS into the design with a permanent wet pond that will give a focal point and provide ecological benefits as opposed to a closed drainage system.

In terms of access, the site would be accessed via the Eastern Relief Road / Thames Valley Science Park roundabout via South Avenue and onto Cutbush Lane East. The design incorporates a roundabout which will provide the main access point to the building. In addition, it will also serve as a turning circle given that the new route will effectively be a cul-de sac and could in the future provide a facility for buses should the number 3 and 600 route be extended to the site in future years.

The design of the road and submitted layout plan also safeguards land for potential expansion of the highway corridor if this is ever needed in future years. This means that the road would not prejudice any upgrades should they be required to facilitate further development at any point. The safeguarded corridor will be secured through the Section 106 agreement and would allow for further pedestrian and cycle facilities to be delivered on the northern side of the road. In addition, this limits the degree of disruption associated with any potential future upgrades. The road has been designed to be 7.3m wide which will easily accommodate HGV's serving the development, while works for further pedestrian and cycle infrastructure could potentially be undertaken outside of the carriageway. This represents a comprehensive and coordinated approach to infrastructure delivery.

The proposed pedestrian and cycle infrastructure on the south side of the road has also been designed to be in accordance with LTN 1/20 principles. This is a 3m wide corridor and given the scale of the intended use, this is acceptable.

It should also be noted that through safeguarding the corridor, this would link into the land reserved within the Shinfield Studio Section 106 agreement. In effect, this would allow for upgrades all the way from the edge of the application site through to the new M4 that was delivered in conjunction with the Eastern Relief Road should this be triggered. This would also link to footpath 39 towards Lower Earley. This represents a wholistic approach to the consideration of any required future upgrades and should negate the need for further disruptive highway works.

Whilst the proposed road and supporting infrastructure is located in the countryside contrary to some of the development plan policies, due to the economic, social and environmental benefits that would be delivered for the new Natural History Museum Collection building (which are summarised in the planning balance section below), the road is considered acceptable and necessary for the delivery of the Natural History Museum in this location.

RELEVANT PLANNING HISTORY

Application ref	Description	Outcome
F/2008/1725	Proposed erection of 70 metre high anemometer mast for measuring the speed of wind for a period of 2 years.	Approved 25 September 2008
VAR/2010/1624	Application to vary condition 4 of planning permission F/2008/1725 to allow anemometer mast to be retained for a further 18 month period (until 07/06/12).	Refused 15 October 2010
F/2010/2266	The proposed erection of 25 year operation and subsequent decommissioning of a wind energy development comprising of the following elements: four wind turbines, each with a maximum overall height (to vertical blade tip) of up to 130 metres, together with new and upgraded access tracks, temporary works, hard standing areas, control and metering building, cabling, improved vehicular access from Cutbush Lane and the A327, an anemometry mast and compensatory flood storage.	Refused 28 April 2011

The applications that have enabled the parcel to come forward in terms of infrastructure delivery are summarised below:

Application ref	Description	Outcome
Science and innovation park		
O/2009/1027	Outline application for phase 1 development of Science & Innovation Park (Access to be considered) plus full application for the construction of access road foot and cycle ways M4 overbridge and associated works including landscaping and engineering works plus erection of boundary wall and fence adjoining Shinfield Road/Access Road. Part demolition and reformation of facade of Stable Buildings at Lane End Farm and demolition of existing farm buildings.	Approved 27/10/10
RM/2015/0630	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 for the development of phase 1A of proposed Thames Valley Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – Appearance, Landscaping, Layout and Scale to be considered.	Approved 26/08/15

Application ref	Description	Outcome
Eastern Relief Road		
F/2010/1428	Full application for the construction of an Eastern Relief Road (Eastern Relief Road) to Shinfield including the construction of road foot and cycleways an M4 over-bridge. Re-grading of embankments landscaping utilities creation of flood compensation areas and associated works including engineering and other operations. Erection of replacement boundary wall and fence adjoining Shinfield Road/ Eastern Relief Road, part demolition of existing farm buildings at Lane End Farm and demolition/deconstruction of two poly tunnels south of Cutbush Lane. – Delivered and open	Appeal approved 03/06/11
British Museum		
182059	Hybrid planning application in respect to 1) Full planning application for a 15,628sqm research and storage facility (Sui Generis Use for the British Museum); 80parking spaces; landscaping and surface water drainage. 2) Outline planning application for up to 15,000sqm research and storage facility (Sui Generis Use for the British Museum) all matters reserved. 3) Demolition of two existing residential dwellings.	Approved 14/02/19

DEVELOPMENT INFORMATION	
Previous land use	Agricultural – arable farm land
Proposed land use	Road connection and supporting drainage infrastructure / landscaping to link the proposed Natural History Museum building under planning ref: 232833 to Cutbush Lane East
Site Area	3.84 ha
Road Length	400m
Construction jobs	Max 50 but generally 35 for an 18 month build programme
CONSTRAINTS	
	<ul style="list-style-type: none"> • Located close to the Strategic Development Location (SDL) as identified on the Core Strategy (South of the M4 Strategic Development Location SPD) but outside the boundary • Infrastructure Delivery and Contributions SPD • Within 7km of the Special Protection Area (SPA) • Countryside • Potentially contaminated land consultation zone

- Gas pipe consultation zone
- Landscape character area
- Area of archaeological potential
- Listed buildings located to the south west 380m Oldhouse Farm and Cutbush Manor and Barn Grade 2 located 400m to the south west.
- Ancient woodland to the south west of the site – St Johns Copse
- Woodland to the north east of the site – New Covert (unclassified)
- Ordinary Watercourse
- Berkshire Habitat
- Berkshire Biodiversity Opportunity Zone
- Minerals consultation zone

Previous land use

Agricultural – arable farm land

CONSULTATION RESPONSES

WBC Economic Prosperity and Place (Community Infrastructure)	No objection requires Employment Skills Plan
WBC Drainage	No objection – requests conditions
WBC Environmental Health	No objection – requests conditions
WBC Highways	No objection – requests conditions
WBC Tree & Landscape	Comments on the landscaping plans and requests further information- <i>Officer note: these can be secured by condition which has been agreed with the Landscape Officer</i>
Forestry Commission	No objection
Royal Berkshire Fire and Rescue	No objection
Thames Water	No comments received
WBC Biodiversity	No objection – requests conditions
Planning Policy	No objection
Berkshire Archaeology	No objection – requests condition
Active Travel England	No objection – requests planning obligation
Natural England	No objection
SGN	No comments received
SSEN	No comments received

REPRESENTATIONS

Town/Parish Council: No comments received

Local Members: No comments received

Neighbours:

In total, 626 neighbour notification letters were sent. From this and site notice together with newspaper publicity, when discounting any duplications on the web site a total of 4 letters were received. The breakdown of these were 2 letters of objection, 1 letter of comment and 1 letter of support. The planning related issues raised are summarised below:

Letters of objection / comment:

- Impact of construction traffic on Cutbush Lane East - *Officer note: Construction traffic will be managed by the Construction Environment Management Plan and vehicles will need to access the site via the Science Park entrance. Signage will be included and will be subject to a condition.*
- Site not identified in the Core Strategy for development / request delay until the local plan update process has been completed - *Officer note: Whilst this is noted, the local plan update process has been delayed primarily due to the hold up in the publication of the NPPF by central government. Sites such as this cannot always be accommodated for the timing of our Local Plan Update due to the need of the applicant to deliver the facility and the Local Planning Authority cannot dictate the timing of applications. Significant publication for the application has been undertaken both by the applicant and by the Local Planning Authority through neighbour notifications. Due to the reasons discussed in the report below, the proposed development is considered acceptable and would not prejudice the local plan update process.*
- Impacts on highway safety / vehicle speeding along route - *Officer note, the speed limit along the Science Park link road is an advisory 20mph limit (this road is not adopted) and Cutbush Lane East is 30mph. The application has been assessed by the highway officer who is satisfied that there would be no adverse impacts on highway safety. Whilst the request for a traffic light controlled crossing for Cutbush Lane East to Cutbush Lane West is noted over the Eastern Relief Road, the levels of traffic which will be generated means this is not triggered by the application. However, the road design includes a refuge at this point for pedestrians and cyclists. Note formal crossing may be delivered in future years if triggered.*
- Traffic surveys undertaken on a Sunday - *Officer note: these have been revisited and undertaken during the week. The highways officer is satisfied with the results from the updated surveys.*
- Impact on wider transport network – *Officer note: the application has been accompanied by a Transport Assessment which given the intensity of use, does not identify any significant impact to the wider highway network.*
- Land ownership was bequeathed to the University of Reading and they should not be able to profit from it - *Officer note: This is not a material planning consideration.*
- Impact on character / loss of countryside / overdevelopment of the area – *Officer note: please refer to report below, paragraphs 25-39*

Letter of support

- Supports the delivery of the Natural History Museum building

PLANNING POLICY

National Planning Policy Framework National Design Guide National Planning Practice Guidance

Core Strategy (CS)

- CP1 – Sustainable Development
- CP2 – Inclusive Communities
- CP3 – General Principles for Development
- CP4 – Infrastructure Requirements
- CP5 – Housing Mix, Density and Affordability
- CP6 – Managing Travel Demand
- CP7 – Biodiversity
- CP8 – Thames Basin Heaths Special Protection Area
- CP9 – Scale and Location of Development Proposals
- CP10 - Improvements to the Strategic Transport Network.
- CP11 – Proposals Outside Development Limits (Inc Countryside)
- CP15 – Employment Development

MDD Local Plan (MDD)

- CC01 – Presumption in Favour of Sustainable Development
- CC02 – Development Limits
- CC03 – Green Infrastructure, Trees and Landscaping
- CC04 – Sustainable Design and Construction
- CC05 – Renewable Energy and Decentralised Energy Networks
- CC06 – Noise
- CC07 – Parking
- CC08 – Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
- CC09 – Development and Flood Risk
- CC10 – Sustainable Drainage
- TB11 – Core Employment Areas
- TB12 – Employment Skills Plan
- TB21 – Landscape Character
- TB23 – Biodiversity and Development
- TB24 – Designated Heritage Assets
- TB25 – Archaeology

Shinfield Neighbourhood Plan

- Policy 1 Location of Development
- Policy 2 General Design Principles
- Policy 3 Sustainable Development
- Policy 4 Accessibility and Highway Safety
- Policy 5 Parking
- Policy 6 Trees, Hedgerows and Woodlands
- Policy 7 Biodiversity
- Policy 8 Flooding

Policy 9	Community Assets
Policy 10	Community and Sports Facilities
Policy 11	Commercial Development
Policy 12	Broadband Provision

Berkshire Joint Minerals Plan

M2 – Mineral Resources

Other

Borough Design Guide Supplementary Planning Document
 Sustainable Design and Construction Supplementary Planning Document
 Climate Change Interim Policy Position Statement
 A Vision for Our Villages: Ryeish Green, Spencers Wood, Three Mile Cross
 Riseley Village Design Statement
 Shinfield School Green Village Character Statement
 South of the M4 SPD – *officer note the site is outside of the SDL boundary but there are principles within this that are cross cutting for the wider area*
 Manual for Streets
 Gear Change
 Local Transport Note 1/20 (LTN 1/20)
 Inclusive Mobility
 Active Design

PLANNING ISSUES

Site description

1. The application relates to land to the east of Cutbush Lane East and south of the M4 Motorway. The road would link broadly from the gate at Upperwood Farm on Cutbush Lane East, adjacent to the British Museum, to the proposed Natural History Museum facility. The building that it would serve is located between St Johns Copse to the south west and New Covert to the north east as highlighted in figure 1 below. The site is set within the Loddon Valley Landscape Character area and the land generally slopes gently to towards the river Loddon to the south east of the site. The current land use is agricultural and there are hedgerows dissecting the field boundaries. Upperwood Farm is located to the north west of the site.



Figure 1: Site location in context with existing landscape and physical features

2. In terms of the wider area, there has been significant changes to the landscape in recent years with the delivery of employment space. Works to deliver Shinfield Studios is well underway and will be completed on the main site in 2024. Prior to this, supporting infrastructure has also been delivered for the Gateway building at phase 1 of the Thames Valley Science Park. South Avenue serves this building together with the Studio site and British Museum. South Avenue provides a connection from these employment facilities onto the Eastern Relief Road.
3. More closely related to the site is the British Museum Archive which is located broadly to the south west. Phase one of this facility has now been delivered and there is outline planning permission to deliver a further phase should this be required to the rear (south) of the building. Work is currently underway to decant the archive from Blythe House in London to Shinfield.
4. The British Museum application enabled a series of highway upgrades to be delivered on Cutbush Lane East as shown in figure 2. These include restricting access for motor vehicles from the section of the Eastern Relief Road to Shinfield Grange which means that this section of Cutbush Lane East is effectively a cul-de-

sac. Access to the British Museum and Shinfield Studios is now diverted past the Gateway building via South Avenue onto Cutbush Lane East. This access strategy limits vehicles passing the existing cluster of houses that are located towards the Eastern Relief Road which includes the listed Cutbush Manor and Cutbush Barn. The delivery of the new link means that there are good links between Upperwood Farm and the Eastern Relief Road on roads that are capable of catering for large heavy goods vehicles as would be required by this scheme.



Figure 2: Links from the site to the Eastern Relief Road

5. Once you pass the employment sites, the main footpath connections that surround the site are towards Lower Earley via the pedestrian and cycle bridge. There are views into the site from the field gate that serves Upperwood Farm and in addition, wider views from the M4 pedestrian / cycle overbridge on footpath 39. Views over the Loddon Valley are evident from this viewpoint which has a rural appearance which is enhanced by the two copses and wider landscape features.

Description of development

6. The application is for a new link that would connect the proposed Natural History Museum Building to Cutbush Lane East and therefore ultimately the Eastern Relief Road. The main carriageway would run from east to west and would be around 500m in length. The road that would be at the minimum, 7.3m wide although this varies dependant on the supporting infrastructure and links. As mentioned, there is a concurrent application being considered under application ref: 232833 for the Natural History Museum Collection. The proposed layout is shown in figure 3 below.



Figure 3: Proposed layout / landscaping

7. In addition to the carriageway, the layout includes pedestrian and cycle connections on to the existing network. A 4m wide pedestrian and cycleway links the site to Cutbush Lane East on the northern side of the road. This extends from the exiting footpath on Cutbush Lane East and wraps around the northern side of the British Museum parcel. To the east of the British Museum site, a crossing point is proposed to a 3m wide pedestrian and cycle path on the southern side of the road which extends to the Natural History Museum development parcel. A 3m wide landscaping strip is proposed for both sides of the road and Drainage is included with SUDS ponds included and new ditches. These should be attractive focal points along the new route and will help promote biodiversity and ecology. A cross section of part of the road is shown in figure 4 below.

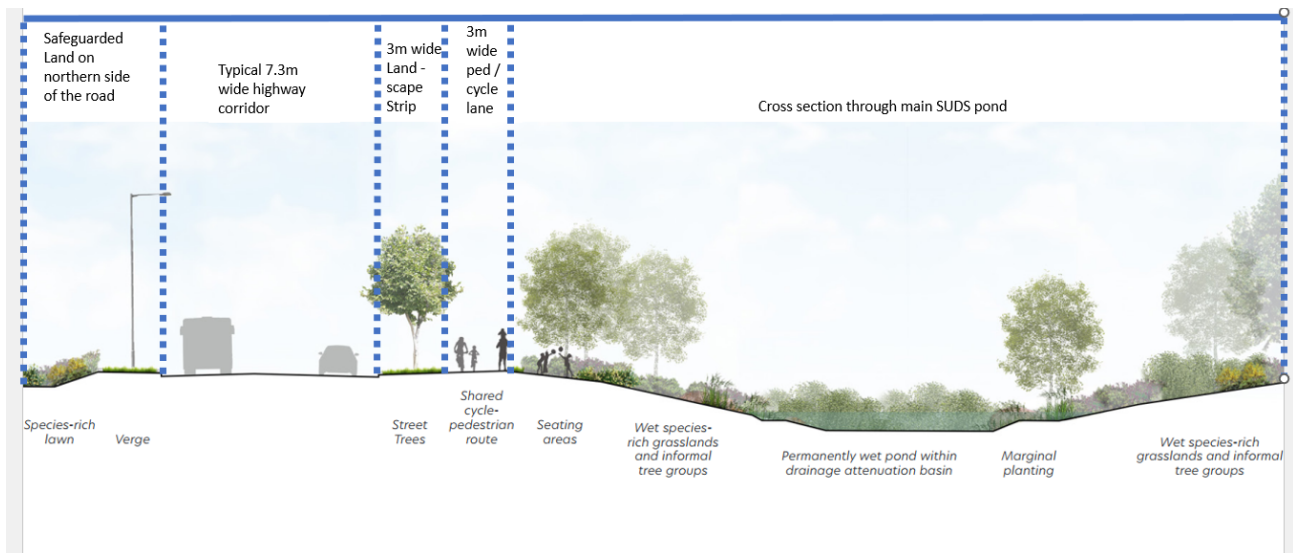


Figure 4: An indicative cross section of the road showing the proposed infrastructure. Please note that the width of the road varies depending on the highway requirements as shown on the layout plans (a larger drawing is included in the appendix)

8. A secondary road link which is 275m in length is proposed off the roundabout that would serve as the main access links to Natural History Museum car park and the service area to the rear. This includes a 3m wide footpath on the south western side of the road. Some ground remodelling is proposed for the new infrastructure to ensure surface water can be appropriately attenuated.

Background / need for the infrastructure

9. The road is essential infrastructure that would enable and facilitate the delivery of the Natural History Museum. The proposed location for the building is between the two areas of woodland which helps to limit the impact on the landscape. The site represents an extension to the existing employment facilities on Cutbush Lane East. The development will assist with clustering of uses with the British Museum archive having already been delivered and this will provide local economic benefits in addition to the housing of internationally significant artefacts and research. The site is also aligned to the University of Reading and there will be benefits with collaboration between the Natural History Museum and the Universities science departments.
10. The Natural History Museum hold one of the most extensive natural history collections globally that are used for science and research. Since its inception, the museum has built up a significant reputation within this field and internationally from visits to its exhibition space primarily in South Kennington, London. It holds over 80 million specimens spanning 4.6 million years some of which are displayed to the public within the existing museums at South Kensington and Tring in Hampshire. The specimens are in general unique, taken from time periods and places which mean that the collection cannot be reassembled. Such recent examples of this have recently received press attention such as the samples taken from the asteroid Bennu which is recognised as a pristine sample that may contribute towards our understanding of the origins of our planet. The collection therefore has a pivotal role in our comprehension of the evolution of the natural environment and is both nationally and internationally significant. In addition, research from this has a crucial

role in our understanding of current issues such as climate change and how might look to mitigate our impact.

11. A key objective for the Natural History Museum is to ensure that the collection is secure moving forward. The proposed road is required to connect the proposed facility to the nearest highway. This will enable the bespoke building to be delivered on the land, the facility incorporates the required technology and climatic conditions to best ensure that the collection is preserved for now and generations to come. It should be noted that around a third of the artifacts will be re-located here from the existing facilities which were never designed specifically to preserve the collection. This amounts to around 28 million samples. The building would also house significant library material and support the ongoing digitisation of the collection. These activities will secure the long term preservation of the artifacts and the road will provide the vital link to enable the building to be delivered.
12. There will be space within the building to support the digitisation process with imagery and molecular analysis laboratories. The dedicated space for these activities should help ensure the ongoing legacy provided by research by the Natural History Museum in particular for the climate emergency. The delivery of the road would allow for the building to free up further exhibition space within the South Kensington Museum.
13. Regionally and sub regionally the site is ideally located with excellent transport connections by road, rail and air. Locally, the site is located close to the British Museum Archive which will allow for a degree of collaboration between these institutions. In addition, it is only a 15 minute drive to Whiteknights campus which will allow for collaboration with the various science faculties operated by the University of Reading.
14. The development is also within a 30 minute drive to London Heathrow Airport which means that for specimens that need to be transported nationally or internationally, and for visiting scientists, the site is ideally located. This will allow for greater ease of international collaboration. There are also good public transport links to the site via rail with connections to the wider region via Reading station. The south of the M4 bus service connects into the station.
15. The road would generate jobs for the construction phase which equates to around 35 full time equivalent positions over the course of construction for an 18 month period. This will generate associated spending in the local economy which will deliver benefits during the course of the construction phase

Principle of development

16. The general thrust of the policies and supplementary planning guidance is that development within these parcels of land is not normally permitted unless the criteria within policy CP11 are met. The proposal does not fall specifically into these categories and therefore is in principle not strictly in accordance with planning policies CP11 together with the objectives of policies CP9, CC02, Shinfield Parish Policy 1 and paragraph 180 of the NPPF. As such, an assessment needs to be made as to whether special circumstances apply to the scheme and a planning balance made.

17. Whilst Core Strategy policy CP11 has a presumption against development in the countryside, which is echoed by CC02 of the MDD, these policies should not be read in isolation. Regard should also be made in respect to the objectives of the policies which are to maintain the separate identity of settlements through preventing urban sprawl and to protect the countryside. The proposal therefore needs to be considered on its merits and within the context of the development plan as a whole.
18. Policy 1 of Shinfield Neighbourhood Plan (which has been adopted since the Core Strategy and MDD) supports development within settlement limits and adjacent to these where the benefits of the development outweigh its adverse impacts. The proposed road would be located outside these limits together with the defined Strategic Development Location boundary as defined by the South of the M4 SPD. It should however be noted that consented development in the area has effectively extended the edge of the settlement beyond that defined in policy and the relationship to this should be taken into account.
19. The application should also be read in conjunction with national planning policy. Section 2 of the NPPF outlines three interdependent objectives regarding sustainable development and promotes a presumption in favour of sustainable development. The objectives set out in paragraph 8 are:
 - a) *an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
 - b) *a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
 - c) *an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy*

These principles are broadly echoed by policy CP1 of the Core Strategy.

20. The NPPG Housing and economic needs assessment also places a high emphasis on policy support for different forms of employment use. This recommends clustering certain industries which include digital and creative industries to support collaboration, innovation, productivity and sustainability. It also recommends that there may be the need for: policy-making authorities will need to develop a clear understanding of such needs and how they might be addressed taking account of relevant evidence and policy within Local Industrial Strategies. For example, this might include the need for greater studio capacity, co-working spaces or research facilities. This is echoed in section 6 of the NPPF which states that significant

weight should be placed to support economic growth and productivity and refers to sectors that drive innovation. The delivery of the road would enable the Natural History Building which echoes the thrust of footnote 44 which refers to sectors to encourage growth for the future such as artificial intelligence and clean growth.

21. In addition to the above, Wokingham Borough Council recently updated the Community Vision for the borough is to be 'A great place to live, learn, work and grow and a great place to do business' and is underpinned by the Vision for Wokingham Borough as set out in the Core strategy. Whilst not planning policy, this therefore places a high emphasis on delivering employment within the borough.
22. The road on its own would not be supported, however, the proposed development would enable the delivery of the Natural History Museum Collection. The use of the site is closely related to the British Museum Building to the west of the site. The delivery of the Natural History Museum would also allow for collaboration with the science departments operated by the University of Reading. Clustering of facilities is important to long term research and their success.
23. In terms of the delivery of highway infrastructure, there is a general presumption that the development should deliver access for all users. It should also promote infrastructure that encourages alternative travel methods from the private motor vehicle. High quality design is encouraged for new streets and spaces. Sustainable travel is promoted within policy and supplementary guidance.

Principle of development conclusion

24. Whilst the proposal does not strictly accord with aspects of the development plan, regard needs to be made to the development plan as a whole together with the NPPF and NPPG. A judgement therefore needs to be made as to whether material considerations which support the proposals are sufficient to outweigh development plan conflict. In regard to this and adopted policies, further analysis is outlined below and in particular, the Planning Balance section of the report in paragraphs 80-100 below.

Layout, Design and Landscaping

25. Core Strategy Policies CP1, Sustainable Development and CP3, General Principles for Development requires high quality design that respects its context. This requirement is amplified by MDD LP Policies CC03, Green Infrastructure, Trees and Landscaping and TB21, Landscape Character and South of the M4 SPD which requires development proposals to protect and enhance the Borough's Green Infrastructure, retaining existing trees, hedges and other landscape features and incorporating high quality - ideally native – planting as an integral part of any scheme, within the context of the Council's Landscape Character Assessment.
26. Core Strategy policy CP19 sets out the concept rational for the design parameters for the South of the M4 SDL and these are outlined in further detail in Appendix 7 of the Core Strategy. This states that:
 - a) *Development in a series of locations around the periphery of the three villages is required. This approach should consider the relationship between the current built areas and the open countryside. Opportunities to form new edges to the existing villages exist, allowing a managed transition between urban and rural.*

27. Policy 2 of Shinfield Parish Plan sets out general design principles and requires that development is complementary to the built environment surrounding the development site and layouts should acknowledge existing landscape constraints. Policy 6 is concerned with Trees, Hedgerows and Woodland in new development and sets out a landscape led design approach with retention and appropriate buffers to existing important vegetation.
28. The Borough Design Guide sets out overarching principles for development and sets out guidance in section 7 regarding non-residential development.
29. The design of the spine road has been informed by several design principles as set out in the Design and Access Statement. The space has been designed to futureproof the route should expansion ever be required in the future. This accommodates space for the provision of additional pedestrian and cycle facilities to be delivered in future years should there be further development in the area. The corridor will be secured through the Section 106 agreement.
30. In terms of the facilities proposed to link to the Natural History Museum, the plans show a shared pedestrian cycle way which would be 3 meters wide linking to Cutbush Lane East and the existing pedestrian infrastructure. Land has been safeguarded between Shinfield Studios and the Eastern Relief Road within the Section 106 for further upgrades to deliver cycle paths should they be required in future years.
31. The design approach for the southern pedestrian / cycleway connection is in accordance with LTN 1/20 standards which supports shared pedestrian and cycle facilities for areas that have low volumes of vehicle and pedestrian movements (less than 300 a day) and connections that link between settlements. The proposed corridor and safeguarding of land allows for the design to be revisited in the future if required. In addition, the short section of path opposite the Natural History Museum is 4m wide which can be continued through the safeguarded land.
32. The applicant has also considered the interaction of the pedestrian and cycle links with the main road. A 3m landscaping strip is proposed to be delivered on both sides of the road and this incorporates tree planting on the southern side. This would provide a safe and attractive route for pedestrians / cyclists. Should the facilities be required to be upgraded on the northern side, tree planting will be expected here but at this stage we would not like to see any abortive landscaping works
33. The proposed layout also considers drainage facilities that would be required for the link. This incorporates SUDS ponds and a ditch (which is currently being delivered as it serves the Studio development). Two SUDS basins are proposed one of which would retain a water level within it which would have a benefit to biodiversity and be aesthetically pleasing. Landscaping is proposed within and around these areas which provide a further buffer for the existing British Museum and the proposed Natural History Museum.
34. The secondary proposed road that links on the south western boundary of the Natural History Museum is not designed to be a main route through the site. At this point, the landscaping strip is not proposed adjacent to the pedestrian and cycle

path. The path is however designed to serve both pedestrian and cyclists and the 3m width is continued from the main spine road. On the north eastern side of the road, a landscaping strip of 3m would be provided by the Natural History Museum together with a footpath.

35. The incorporation of the roundabout into the design provides both better access to the site and a turning circle for any user, in particular HGVs, that might accidentally access the extension to Cutbush Lane East. Given that the road is effectively a cul-de-sac, a suitable turning area has to be provided. The activities that are undertaken at the Natural History Museum facility and security protocol means that this space cannot be accommodated in the site layout. The roundabout could also provide a turning circle for buses if the bus route is extended in future years from Thames Valley Science Park / Shinfield Studios. At the end of the cul-de-sac a further turning head is provided.
36. It is acknowledged that the delivery of the route would require re-profiling of the land to ensure that surface water run-off is managed to the drainage points. The extent of this varies according to the existing land profile but this is not considered to be excessive. Land would be graded down on either side of the road to allow the infrastructure to be incorporated to the wider landscape. This is considered acceptable.
37. In terms of the impact of the proposed infrastructure on the wider countryside and setting of the area, the applicant has provided a detailed Landscape and Visual Impact assessment which includes photomontages of the proposed development on the wider landscape. The most sensitive receptor in the area is the Loddon Valley as recognised by the Wokingham Landscape Character Assessment and in recognition to this, the photomontages include key viewpoints from this location. The main area that the road would be visible from public viewpoints is from the pedestrian and cycle link over the M4 / footpath 39.
38. From these vantage points, the road would be seen in the context of the delivery of the other buildings and supporting infrastructure on Cutbush Lane East. It therefore would not be inconsistent with the pattern of the wider development. The landscaping strips will also allow for tree planting together within the areas proposed for the SUDS basins. On this basis, whilst there would be some impact on the landscape when compared to the undeveloped land, the design and benefits of the road to facilitate the National History Museum are considered to overcome any significant harm together with a sound design approach.
39. In summary, the design approach is well articulated for all the elements of the facility and is in accordance advice provided by the NPPF, policies CP1 and CP3, Policy 2 of the Shinfield Parish Neighbourhood Plan and is therefore acceptable.

Residential amenity: the impact upon existing neighbouring properties

40. Core Strategy policy CP3 requires that new development should be of a high quality of design that does not cause detriment to the amenities of adjoining land users. Policy 2 of the Shinfield Parish Plan seeks to ensure that new development does not harm existing residential amenity. Separation standards for new residential development are set out in section 4.7 of the Borough Design Guide.

41. The closest residential dwelling is Upperwood Farmhouse located over 140m from the closest point of the applications site. The layout would retain access for the bungalow and farm complex during the course of the build. With the level of separation, together with the scale and nature of the proposed road, no significant overlooking, loss of light or overbearing impacts associated with the road are envisaged. This also applies to the other dwellings in the wider area.
42. The road would require street lighting but this will be designed to best manage light spill and by virtue of this and the level of separation, it would not have any significant impacts to the occupants of any residential dwelling in the area.

Residential amenity – noise

43. With regards to noise associated with the construction of the infrastructure, construction activities would be temporary and can be controlled by hours restrictions together with a Construction Environmental Management Plan (CEMP) subject to condition. Construction traffic will be routed on established roads via the Science Park / South Avenue similar to the routes used for the British Museum and Shinfield Studios. No significant amenity impacts are envisaged.
44. Given the nature of the road and intended use together with the context of the site, principally background noise levels from the M4, it is not considered that the end use would lead to a high degree of noise and disruption to neighbouring sites.
45. On this basis and given the relationships outlined above, the construction phase and operational use of the site would not result in any significant harm to the amenity of the existing residents. This is in accordance with policies CP1 and CP3 and supplementary planning guidance.

Security of future users

46. The road should feel safe for pedestrian and cyclists when the Natural History Museum building is delivered. Passing traffic whilst sporadic, would provide surveillance to the sustainable transport infrastructure. In addition, the existing uses along Cutbush Lane East, studios and British Museum provide security along this route. There would be some perception of natural surveillance from the Natural History Museum building. Street lighting is also incorporated into the design.

Sustainable Design and Construction

47. Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. MDD LP policies CC04, CC05 and the Sustainable Design and Construction Supplementary Planning Document (May 2010) also emphasise this. Policy 3 of the Shinfield Parish Neighbourhood Plan also echoes these principles.
48. The applicant is accompanied by a Sustainability Statement which sets out the principles for the road. The incorporation of the pedestrian and cycle facilities should offer good alternatives to encourage sustainable travel to the site. As advised the design could incorporate a bus. This will also be secured by the reserved corridor for potential delivery of future development should this come forward.

49. The alignment of the road has also taken into account the existing landscape features and whilst there is loss of hedgerow, this has been kept to a minimum. The proposed planting strategy and SUDS will help support biodiversity when delivered.
50. The road will facilitate access to the proposed Natural History Museum which has been designed to be net carbon zero and includes above policy sustainable energy.

Access and movement

51. The NPPF seeks to encourage sustainable means of transport and a move away from the reliance of the private motor car. Core Strategy policies CP1, CP4, CP6 and CP10 broadly echo these principles and indicate that development should mitigate any adverse effects on the existing highway network. The application is accompanied by a Transport Assessment (TA) which assesses the impact of development in respect to the site itself and wider highway network.
52. Policy 4 of the Shinfield Parish Neighbourhood Plan requires development to provide good accessibility by car, cycle and foot and ensure highway safety. Encouragement of use of public transport is also promoted.

Access and movement - impact on wider highway network

53. The application is accompanied by a Transport Assessment (TA). This has been assessed by the Highways Officer and further details in respect to highway impacts associated with the proposed use of the facility are outlined below.
54. In terms of background for the wider highway connections, the Science Park has delivered much of the key infrastructure together with the housing growth for the South of M4 SDL. This includes the Eastern Relief Road and M4 overbridge linking to the Black Boy Roundabout. The main access to the Science Park was also delivered with a roundabout connection on the Eastern Relief Road and South Avenue.
55. The local access routes were also revisited as part of the British Museum planning consent. This upgraded an emergency link to Cutbush Lane East to two way vehicle movements. The interventions now restrict access to Cutbush Lane East for the employment sites located between South Avenue and the M4 motorway. This means that the section of Cutbush Lane East that serves Shinfield Grange and the cluster of dwellings located towards the Eastern Relief Road is effectively a cul de sac with no through movements to the British Museum. Vehicles accessing the main employment sites now need to go through via the Eastern Relief Road / Science Park Roundabout and through South Avenue.
56. As part of the Shinfield Studio planning consent, land has also been safeguarded for a corridor for further improvements to the highway infrastructure serving Cutbush Lane East / Eastern Relief Road / South Avenue. These would deliver links to the Eastern Relief Road / M4 overbridge should these interventions be required and triggered by future development in the area. At this stage however, the scale and nature of the proposed use of the site for the Natural History Museum does not trigger any upgrades given the intensity of the proposed use.
57. For construction traffic, again this would be temporary and managed by the Construction Environmental Management Plan. The existing highway infrastructure has been shown to cope well with the construction traffic for the British Museum

and Shinfield Studios with no accidents recorded in the Transport Assessment. For Shinfield Studios, the construction process is winding down on the main site so there will not be any significant conflicts with the delivery of the Natural History Museum.

58. Traffic would therefore be accommodated within the proposed and previously delivered infrastructure and would not have a significant adverse impact on highway safety. This has been further demonstrated through analysis of the proposed trip rates and other committed developments in the area through the Wokingham Strategic Transport Model. This did not identify any further upgrades and as such, this element of the transport strategy is acceptable.

Access and movement – site access and layout

59. As advised, for vehicle movements, the road would be accessed via the Eastern Relief Road Science Park Roundabout via Thames Valley Science Park / Shinfield Studios on South Avenue then link into Cutbush Lane East. A new connection would be made at the north of the British Museum where there is an existing farm access for Upperwood Farm.
60. The site also has good pedestrian cycle permeability. It can be accessed via the above route which will connect into the existing pedestrian infrastructure. In addition, there is access via the M4 overbridge via footpath 39 towards Lower Earley. There are also connections into Shinfield via the restricted section of Cutbush Lane East which link to various links to the centre of the village. Enhancements are also being made to footpath 4 which will provide pedestrian and cycle connections to the wider area.

Access and movement - sustainable transport

61. The site is connected to existing public transport facilities at the Science Park and on Beeston Way in Lower Earley. Whilst these are located 925m and 725m from the proposed Natural History building, which is outside the typical 400m distance used, Manual for Streets recognise that 800m is normally a 10 minute walk. The road design and infrastructure allow for the extension of the 3 and 600 services in future years should the operator wish to extend this and patronage allow for it to be viable.
62. As advised, the road design has good pedestrian and cycle connectivity which should attract sustainable travel choices.

Flooding and Drainage

63. Core Strategy Policy CP1 and MDDL Policies CC09 and CC10 establish that new development should avoid increasing and where possible reduce flood risk (from all sources) by first developing in areas with lowest flood risk, carrying out a Flood Risk Assessment (FRA) where required and managing surface water in a sustainable manner. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles and looks to retain existing watercourses in new development.
64. The site is in Flood Zone 1 where the risk of flooding is low and all uses, including less vulnerable uses which the building is classified as for the purposes of the sequential test are appropriate.
65. The application is supported by a Flood Risk Assessments which assess the impact of flooding on the application site. This identified flood risks across the whole site

and propose measures to manage surface water runoff including the 1 in 30 year and 1 in 100-year storm events (+40% for climate change).

66. To ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage is proposed. Two SUDS ponds are proposed to attenuate the surface water runoff from the road and ditches will channel the water at a controlled rate.
67. The council's Drainage Officer has assessed the Flood Risk Assessment and Drainage. No objection has been raised to the proposed package of measures in terms of the impact of flood risk and the measures will be secured by condition 11.

Ecology

68. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires appropriate protection of species and habitats of conservation value. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity. A detailed Ecological Impact Assessment and addendum to this has been submitted and demonstrates that the site layout has considered impacts on ecological permeability.
69. In terms of existing vegetation, the applicant has demonstrated that there would be an adequate buffer zone from the proposed development to these features.
70. In terms of lighting, this will be controlled by condition and any required measures will be included for details to be submitted at a later date.
71. There are a package of ecology mitigation measures and on and off-site enhancements and the Biodiversity Officer has assessed the application and supports the approach. The delivery of the enhancements will be controlled by the Ecology conditions and Section 106, and this will deliver a biodiversity net gain of 20%.

Heritage

72. Policy TB24 of MDD LP policy seeks to ensure that development conserves and, where possible enhances the important character and special architectural or historic interest of listed buildings.
73. The nearest listed buildings to the development site are Oldhouse Farm, Cutbush Manor and Cutbush Barn which are around 380m from the extent of the red line of the application. The level of separation together with the scale and nature of the road and onsite relationships means that there would be no significant impacts on these listed buildings or any in the wider area.
74. For scheduled monuments, the closest site is the remains of Old St. Bartholomew's Church around 1k to the south of the site. The level of separation means that there are no adverse heritage impacts envisaged to this site.
75. Given the level of separation from the heritage assets and for the reasons set out in the planning balance section of the report, any harm is outweighed by the benefits that the proposal would deliver. It is therefore in accordance with the heritage considerations of the NPPF including paragraph 208 and Managing Development Delivery Document (Local Plan) 2014 Policy TB24 Designated Heritage Assets.

Archaeology

76. Core Strategy Policy CP3 and MDD LP Policy TB25 require the archaeological impact of development to be taken into consideration. The application includes an archaeological assessment which has been reviewed by the Archaeology Officer.
77. The Archaeology Officer has assessed the report submitted in respect to this and raises no objections subject to condition 18.

Community engagement

78. The application has been accompanied by a Statement of Community Involvement (SGI) which sets out the engagement process and feedback from the events undertaken. A community engagement event was held on the 27th of September 2023 between 15:00 and 19:00 together with press releases and other methods of outreach. Whilst attendance to the event was low with 4 people attending, there was another event two weeks prior for the Natural History Museum application which had greater attendance with 84 people attending. Since there is a high level of crossover between the two applications, the community engagement strategy is acceptable.

Minerals

79. Part of the application site sits within the Mineral Safeguarding Area towards the south of the planning unit. The area of land within this zone is around 0.75ha which is below the 3ha threshold required by the Joint Minerals Plan as being viable for prior extraction. Since the belt of minerals extends to the south of the site on land that has either got planning permission (British Museum phase 2) or runs into the floodplain, it is not considered that this application would represent a piecemeal approach for prior extraction given the extent of the resource. On this basis, together with the relationship of the site with St Johns Copse (which any prior extraction could have an adverse effect on hydrology for these sites) it is not considered that the site would require prior extraction. Any minerals would likely be reworked on site given the need to remodel the land or if viable, extracted at the waste stage.

Planning balance

80. In terms of the planning balance, the decision maker needs to take in to account the extent that development plan policies are material to an application for planning permission and the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. As advised above, the road on its own would not be considered acceptable and must be considered in the context of the Natural History Museum. In this respect there will be considerable benefits that will be delivered through the granting of the planning permission for both schemes as well as several adverse impacts. These are identified below and the degree of weight that should be applied is identified.

Benefits

81. The road would connect into an existing network of transport links that have been upgraded for the Science Park and South of the M4 SDL. The nature of the surrounding area has been transformed into a defined employment zone and as such the road would not be an alien feature on the landscape. The road can be delivered with minimal disruption to the local road network and therefore existing

residents. These together with connections to a variety of transport modes to the wider region and Heathrow Airport means that the site is well served in terms of access and therefore is a sustainable location. The sustainable nature of the site and existing transport infrastructure facilitating access is a significant benefit for delivery but this must be tempered with the fact that the site is entirely within countryside and there will be a visual impact. Therefore, taking these factors into consideration, limited weight can be afforded for sustainable location of the site.

82. The road will facilitate significant employment opportunities will be generated though the construction and delivery of the Museum facility which the road will serve. Construction for the road will also deliver further temporary employment opportunities as outlined in paragraph 15 above. Taken as a whole, the proposed development would provide considerable job opportunities for the local community and wider area. Moderate to substantial weight should be applied to the enabling benefits that the road will serve for retaining and securing long term employment at the Natural History Museum both through sustaining jobs and the wider economic benefits.
83. The road will support the delivery of the Natural History Museum building. This will secure the long term preservation of samples and the building will allow for purpose built and dedicated space for operations such as digitisation and artificial intelligence. This will allow for greater knowledge sharing nationally and internationally as the building will deliver greater efficiencies than the current facilities. The road is an essential piece of infrastructure to enable this and to support the ongoing work for the Natural History Museum in terms of research and development. This could deliver significant benefits to society, the environment and the economy. Since the road enables the delivery of the building, moderate to substantial weight should be afforded.
84. With respect to biodiversity, whilst the implementation of the planning permission would result in a loss of onsite habitats, the applicant has agreed to a series of measures to provide an overall 20% biodiversity net gain. Since they are exceeding the 10% requirement, moderate weight can be applied to the biodiversity net gains secured.
85. The location of the site would cluster a knowledge base with the British Museum and will reinforce the partnership with the University of Reading with scope for further collaboration with their science faculties. Clustering of employment sectors is supported both within the local planning policies for the Science Park (which although this site is located outside of, it is closely related) and is encouraged by section 6 of the NPPF. The road will enable the delivery of the Natural History Museum further facilitating clustering in the area. Moderate to substantial weight should be afforded to the potential benefits that clustering could bring for future knowledge sharing.
86. The applicant has agreed to allow safeguard land for a potential public rights of way. In future years, this could create a link between the service area access road to the south intersecting at footpath 4 close to Oldhouse Farm. The land can be safeguarded through the Section 106. This could potentially link into any future upgrade to the Boroughs Public Right of Way Improvement Plan. Very limited weight should be afforded to the commitment to reserve the land.

Impacts of the proposal

87. It is acknowledged that the development would be within land designated as countryside and the facility would result in the permanent loss of this. From the Landscape and Visual Impact Assessment, the level of visibility of the road would be limited to localised views from the M4 overbridge. The road is reasonably low profile in its form and appearance and although lighting would urbanise the area when compared to the baseline position, this just extends streetlighting from Cutbush Lane East. A considered landscape approach will help to soften the road together with the delivery of SUDS ponds.
88. Taken as a whole, whilst it is acknowledged that the proposed scale of the development will result in the loss of countryside and introduce highway infrastructure. the mitigating factors outlined above together with the proposed landscaping strategy will reduce the impact on the landscape to mostly localised views. On this basis moderate to significant harm is associated with the landscape impacts of the new road.
89. The proposal will result in the loss of productive agricultural land although this is classified as part sub 3a and 3b. It is acknowledged that soil classified as 3a is considered in the NPPF as being the best and most versatile, however the extent of the loss of this is not very significant. It is clear that the proposed Natural History Museum will deliver both social, environmental and the economic benefits locally, nationally and internationally. The benefits associated with these are considered to greatly exceed that of the cultivation of the land. On this basis, given that the road enables the delivery of the Natural History Museum, the level of harm associated with this is low and therefore limited weight should be applied in association with the loss of agricultural land.
90. For minerals, as identified above, the site is not located within a defined Minerals Resource Area The woodlands also limit the potential for any prior extraction due to the hydrological impacts which could adversely affect these features. Due to the extent of the minerals, there may be scope at the waste stage for any deposits to be separated and reworked for aggregates. This will be undertaken by any waste contractor should this be a viable process. As such, very limited weight is afforded to this aspect of the development.
91. In respect to trees and hedgerows, the road would result in the loss of some trees and hedgerows, these are minimal and limited to low or moderate quality trees and replacement planting will be secured. The proposed road layout responds well to the trees to be retained including St Johns Copse and New Covert with good buffer zones to retain these features. Given this strategy, limited weight should be given to the impact of the development on vegetation.
92. The implications for the impact of the development on the highway network have been outlined above and the use of the road for the Natural History Museum limits trip rates when compared with a normal storage and distribution form of use. The application should be seen in the context of the suite of highway improvements that have already been delivered. The Shinfield Studio planning consent has also safeguarded land for any potential future development in the area along Cutbush Lane East, the Eastern Relief Road and the Science Park link road. On this basis,

as the proposed road would plug in well with the existing highway infrastructure, limited weight should be given to the post occupation highway implications.

93. Similarly for construction traffic and noise associated with the delivery of the road, the activities associated with this would be temporary and can be managed by the CEMP (condition 7). Whilst lorries would route past existing residential development much of the journeys would be on the strategic transport network up to the Science Park. Once within the Science Park campus, disturbance would be limited to Cutbush Manor and the small cluster of dwellings on the south side of Cutbush Lane. These are however well set back from the Science Park link road and the noise associated with vehicle movements must be considered against the context of the noise associated with the M4 motorway.
94. The occupants of Upperwood Farmhouse stand to be more affected; this dwelling is located within a working farm and it has limited attenuation from the M4 motorway. Construction hours will however be conditioned and whilst there will be some additional noise, it is not to an extent that would justify refusal. For the purposes of the planning balance, given the onsite relationships and existing access arrangements and mitigation measures secured by condition, there would be limited harm arising from noise associated with the construction process or post occupation. Limited weight should therefore be afforded to any potential residential amenity impacts.
95. For the impact on Listed Buildings, as discussed above, the harm to these would be less than substantial and in the context of the NPPF and policy TB24, the public benefits are considered to outweigh any harm. On this basis very limited weight is afforded to this aspect of the development.
96. Finally in terms of biodiversity, the application would deliver a 20% biodiversity net gain as identified above. On this basis, whilst there would be the loss of limited on site habitats given the farmed nature of the land, this would be offset and enhanced offsite and very limited weight can be afforded to this aspect of the development.

Benefits / Impacts summary

97. Overall, as outlined above, in the planning balance there are benefits and impacts that are associated with the development. It is however considered that the benefits associated with the overall development would outweigh the harm to the countryside / settlement separation. The package of mitigation measures will deliver social and environmental enhancements and the facility itself will deliver economic benefits both through construction and upon occupation.

Having regard for the main thrust of policies CP9, CP11 and CC02, Policy 1 of Shinfield Parish Plan and NPPF paragraph 180, which in summary, seek to:

- a. maintain the separate identity of settlements - which *in this case is not considered to be significantly impacted* and
- b. to maintain the quality of the environment and landscape - *which as outlined above, the proposed development seeks to minimise and measures have been included to enhance this*
- c. Ensure fair share of infrastructure – *Supporting infrastructure for the development that could feed into the wider landholding will be secured via the concurrent 232833 application.*

d. Do not prejudice the comprehensive delivery and implementation of the wider SDL. *The applicant has submitted a highway land safeguarding plan which is secured through the Section 106. This retains suitable land should future development be brought forward for further growth in the area. The existing SDL is not impacted by the proposed development given that the delivery of the existing infrastructure has enabled this.*

98. Whilst it is acknowledged that the use of the land and the highway infrastructure is not strictly compliant with the policy, it could fall under a form of development which can be seen as an exception given that the text of policy CP11 includes the words 'normally permitted'.
99. This is reflected in the wording of policy 1 of Shinfield Neighbourhood Plan which states that development adjacent to Development Limits (which are informed by policy CC02) will only be supported where the benefits of the development outweigh the harm. Taken as a whole, the environmental, social and economic benefits in this case are demonstrable as outlined above. On this basis, the special circumstances associated with the planning benefits are considered a sustainable form of development as required by CP1 and NPPF.
100. For the reasons discussed above, on balance, it is considered in this case that material considerations outweigh the policy conflict and proposals would represent sustainable development in the context of the NPPF and the development plan as a whole.

Other Matters

101. The application, as advised, is not within an allocated site and consideration needs to be made in terms of whether it could prejudice the Local Plan update process. Given the location of the road it would not block access to any land that might be brought forward in the future. In addition, a corridor is safeguarded through the Section 106 for upgrades should this be needed in future years. This reflects the principles of the Section 106 for Shinfield Studios which also safeguards a corridor through Cutbush Lane East to the Eastern Relief Road. On this basis, and for the reasons discussed above the application is not considered to prejudice the Local Plan update process.
102. The application was advertised for being a potential departure from the Local Plan. When taking into account the above factors it is not considered to undermine the development plan as a whole. Whilst as discussed there is a policy conflict, significant benefits will be delivered as outlined which is in accordance with our local policies and the thrust of sustainable development as outlined in the NPPF.

Conclusion

When weighing up the overall impact of the use of the proposed road that is intended to serve the Natural History Museum, it is considered that the new route would bring substantial economic and social benefits given that it facilitates the delivery of this. The road would enable the planning benefits as outlined in the report for 232833 to be delivered and the building cannot be delivered with this key infrastructure. It should also be noted that the development will only be taken forward should the Natural History Museum be taken forward.

The applicant has carefully considered whether a future need to upgrade the pedestrian and cycle infrastructure is required and has agreed to enter into a section 106 agreement to safeguards these areas for highway use. This does not prejudice any future development in the area should this come forward – the merits of which will need to be considered should any forthcoming allocation or application be brought forward.

The design principles for the road represent good design and will deliver a high quality public realm for future users of the site. The landscaping has also been well considered.

Taking the application as a whole and given the circumstances, the proposed building would not have any material harm to the objectives of Policy 1 of Shinfield Parish Neighbourhood Plan, policies CP9 and CP11 of the Core Strategy and policy CC02 of the MDD DPD together with the supplementary planning guidance.

The special circumstances that have been demonstrated for the delivery of the facility are secured through the Section 106 / conditions. Commencement of the road will be restricted until the Natural History Museum contract has been let. Since the road supports the use of the site for the Natural History Museum, this weighs heavily in favour of supporting the application.

The application can therefore be recommended for approval subject to the conditions and the planning obligations outlined in Appendix 1.

The Public Sector Equality Duty (Equality Act 2010)

In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts upon protected groups as a result of the development.

Appendix 1: Recommendation and Conditions

That the committee authorise the GRANT OF PLANNING PERMISSION subject to the three tiered recommendation as set out below:

A. Completion of a legal agreement within 6 months of the committee resolution (unless a longer date is agreed by the Assistant Director of Planning and Chairman of Planning Committee) to:

- i. Employment Skills Plan contributions or delivery of a bespoke Employment Sills Plan
- ii. Biodiversity Net Gain of 20% either through on or off site provision or a combination of both on and off site provision
- iii. Pre development condition survey of Cutbush Lane East and delivery of any post construction remediation if required
- iv. Safeguarding the highway corridor land within the red line boundary (to be agreed on a safeguarding plan)
- v. Safeguarding of off site land for public rights of way improvements (to be agreed on a safeguarding plan)

Administrative clauses:

- vi. Section 106 Monitoring fee being the amount of reasonable fees in monitoring the performance and discharge of the Section 106 obligations,
- vii. The Council's reasonable legal fees in relation to the completion of the Section 106 agreement (whether or not the matter goes to completion),
- viii. Indexation (all contributions and payments to be index-linked from the date of the decision to grant planning permission to the date of which payment is made, using BCIS index).

B. Conditions and informatives:

Timeframe for implementation

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

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

Approved details

2. This permission is in respect of the following submitted application plans, documents and drawings received by the Local Planning Authority.

Officer Note: Plan numbers being finalised to be included in the Supplementary Agenda

The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

Development commencement trigger

3. Development shall not commence until details of the award of tender for the design and build contract for the Natural History Museum Facility (subject to application ref: 232833) have been submitted to the Local Planning Authority. This shall outline a programme of works for the build programme for the facility for approval.

Reason: To ensure that the development is carried out in a coordinated approach for the infrastructure that will serve for access to the facility. Relevant policy CP6 of the Core Strategy.

Hours of work

4. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 07.30 and 18:00 Monday to Friday and 08:00 to 13:00 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 policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

Highways

5. Prior to commencement of development (excluding enabling earthworks and tree protection works), details of the haul road to serve the site shall be submitted for approval by the local planning authority. The haul route shall be constructed in accordance with these details prior to the commencement of development of the road. Upon completion of the spine road, the haul road shall be removed from site within six months from completion together with any aggregates used for its construction and the land restored to its former condition unless the use of it is required for the construction process of the Natural History Museum. In which case a programme for the restoration of the land shall be submitted for approval by the Local Planning Authority. The haul road shall be removed in accordance with the timetable set out or upon the completion of the haul road trigger identified in this condition unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the haul route is constructed to a suitable standard, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

6. Notwithstanding the details as set out within the approved Construction Environmental Management Plan, the applicant shall in consultation with the Highway Authority and University of Reading, undertake an audit of existing and proposed signage to the site. This shall include the entire Eastern Relief Road corridor and through the Science Park / Cutbush Lane East to the site to inform an access strategy for construction vehicles / contractors. The access strategy shall be submitted to the Local Planning Authority for approval prior to commencement of development and the approved measures implemented in accordance with an agreed timetable prior to any construction access for the main site. Any proposed

directional signs shall be fixed permanently to the ground for the duration of the build process until first public use of the road and not be temporary A frame forms of signage unless otherwise agreed in writing. The strategy shall be implemented in accordance with the approved details and held under review for the entire construction process.

7. The main contractor, when appointed, will implement in full the approved Construction Environmental Management Plan (CEMP) (Abley Letchford Partnership Ltd, Reference A392-R019/C dated 23rd January 2024) that was submitted with the application. The CEMP shall be reviewed and updated if necessary on an ongoing basis and any updated details shall be submitted for approval to the Local Planning Authority.

Reason: To minimise the environmental impacts of construction and to protect residential amenity. Relevant policy CP1 and CP3

8. Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage, lighting and how it connects into Cutbush Lane East shall be submitted to and approved in writing by the Local Planning Authority for the proposed development. The roads and footways shall be constructed in accordance with the approved details and the final wearing course provided prior to first public use of the road unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

9. Prior to commencement of development, a schedule for the detailed design and implementation of the accesses to the Natural History Museum facility from the highway shall be submitted to and approved in writing by the Local Planning Authority. No public use of the road shall be allowed until the accesses have been constructed in accordance with the approved details. The accesses shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

10. The secondary access to the Natural History Museum as labelled on indicative plan reference A392-IV-101 Rev P7 as being for 'Egress only from Natural History Museum' shall only be used for vehicles for exiting the Natural History Museum site. Any deviation from this will be limited to emergency purposes or under circumstances that have first agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

Drainage

11. No development shall take place until full details of the drainage system for the site have been submitted to and approved in writing by the LPA. The details shall include:
1. Calculations indicating the Greenfield runoff rate from the site.
 2. Full calculations demonstrating the capacity of attenuation features to cater for 1 in 100-year flood event with a 40% allowance for climate change and runoff controlled at Greenfield rates, or preferably better.
 3. Separate drainage systems for any proposed adopted highways and residential dwellings.
 4. A drainage strategy plan indicating the location and sizing of SuDS features, with the base of any SuDS features located at least 1m above the seasonal high water table level.
 5. Details demonstrating how any SuDS for this development would be managed throughout the lifespan of the development and who will be responsible for maintenance.

The approved scheme shall be implemented prior to first public use of the road and shall be maintained in the approved form for as long as the development remains on the site.

Reason: This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF (2023) Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

Environmental Health

12. If land contamination is found at any time during site clearance, groundwork, and construction the discovery shall be reported as soon as possible to the local planning authority. A full contamination risk assessment shall be carried out and if found to be necessary, a 'remediation method statement' shall be submitted to the local planning authority for written approval.

Reason - To ensure that any contamination of the site is identified at the outset to allow remediation to protect existing/proposed occupants of property on the site and/or adjacent land. Relevant policy: NPPF Section 15 (Conserving and Enhancing the Natural Environment) and Core Strategy policies CP1 & CP3.

Landscape and trees

- 13.
- a. Protection of trees
No development or other operation shall commence on site until a scheme which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority (the Approved Scheme); the tree protection measures approved shall be implemented in complete accordance with the Approved Scheme for the duration of the development (including, unless otherwise provided by the Approved Scheme) demolition, all site preparation work, tree felling, tree pruning, demolition works, soil moving, temporary access construction and or

- widening or any other operation involving use of motorised vehicles or construction machinery.
- b. No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.
 - c. No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
 - d. The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the Local Planning Authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

14. Notwithstanding the submitted plans and documents, prior to commencement of development, full details of the hard and soft landscaping / highway infrastructure within the landscaping strips / verges (as shown on plan ref: A392-IV1-701 P5 NHM Access Road Materials) shall be submitted to the Local Planning Authority for approval. These shall show the details of the location for the filter drains, street lighting and tree planting and how the location of these features interact with the required sight lines for the vehicle, pedestrian and cycle crossings for the site to ensure a high level of street tree planting. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the green, blue and grey infrastructure are delivered in a coordinated manner and to ensure that there is sufficient space for tree planting within the highway verge / landscaping strips. Relevant Policies CP1, CP3, CP6, Managing Development Delivery Local Plan policies CC03, CC09, CC10 and TB21

15. No development shall take place until full details of both hard and soft landscape works for the scheme have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include, as appropriate:
 - a) scheme drawings;
 - b) proposed levels and contours;
 - c) detailed design of SuDS features in accordance with the SuDS Strategy, demonstrating how they will be integrated into the wider landscape, with attenuation basins having a natural shape and shallow profile (not requiring

- lifesaving equipment and fence barriers), allowing them to fulfil amenity, ecological and drainage functions;
 - d) soft landscaping details including planting plans, schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate;
 - e) a Landscape Specification document covering soft landscaping (including site preparation, cultivation, plant handling and other operations associated with plant and grass establishment) and hard landscaping including all construction works such as paths, bridges and retaining walls;
 - f) details of the street tree planting pits in combination with the roadside swales/raingardens demonstrating that the trees have sufficient rooting volume to enable their successful retention long term health;
 - g) hard landscaping materials including samples;
 - h) specification for tree rooting systems and use of structural soils under paving or where rooting volumes are limited;
- ii) Details of quality control measures, including supervision of landscape contract(s) by a suitably qualified landscape specialist and annual landscape audits for the five-year period from completion of the landscaping for the Landscape Phase or until adoption (whichever is longer). The annual Landscape Audit shall be submitted to the Local Planning Authority for information prior to the next planting season and replacement planting undertaken in accordance with the landscape audit and iii) below.
- iii) 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 and permanently retained.

Reason: In order to ensure that suitable provision is made for soft and hard landscaping and that these can become established for the site. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

16. Prior to the first public use of the road, a landscape management plan for entire site (as defined on the submitted application site boundary plan ref: A392-IV1-701 P5 NHM Access Road Materials), including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall cover a period of no less than 30 years from the date of the approval and implementation of the plan. The landscape management plan shall set out an ongoing requirement for review for all species enhancements and ecological permeability measures and the landscape management plan shall be carried out as approved.

Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved and to secure a biodiversity net gain. Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

17. 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 policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21

Archaeology

18. No development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation (WSI) has been submitted to, and approved by, the local planning authority in writing. The WSI shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the WSI approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: The site lies in an area of archaeological potential, particularly for, but not limited to, Romano-British remains. The potential impacts of the development can be mitigated through a programme of archaeological work. This is in accordance with national and local plan policy.

Ecology

19. Prior to commencement of development, a "lighting design strategy for biodiversity" shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and badgers and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example for foraging; and
- b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be

clearly demonstrated that areas to be lit will not disturb or prevent the above species using territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: In order to maintain the favourable conservation status of protected species and to meet the requirements of local policy CP7

Informatives

1. The applicant is advised that the Council seeks that employers or developers within the borough commit to using local labour / contractors where possible. This should include:

- Advertisement of jobs within local recruitment agencies / job centres;
- Recruitment and training of residents from the local area;
- Seek tender of local suppliers or contractors for work.

2. The applicant is advised that the planning approval should be read in conjunction with the S106 for the development hereby approved.

3. The applicant is informed that parking may need to be restricted along the main routes and on turning heads.

4. Work on Highway

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.

5. Mud on Road

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.

6. Highway Adoption

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.

7. Highway Management

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 coordinated 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.

8. Utilities

Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

9. Noise

The attention of the applicant is drawn to the requirements of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environmental Health and Licensing Manager.

10. The applicant is advised that the development requires the submission and approval of a Traffic Regulation Order along with obtaining consent from the Local Highway Authority, to undertake the proposed works to the access junction from Cutbush Lane. This needs to be completed prior to the construction of the access and will need to be coordinated to allow for access for the facility. You are advised to speak with the Highways Authority with regards to obtaining the adequate licence agreements and approvals on this matter. In the event that the Traffic Regulation Order is not successful, an alternative highway access scheme will need to be submitted for consideration and approval by the Local Planning Authority.

11. The developer is advised that there is a high pressure pipeline within the vicinity of the site to contact Southern Gas Networks prior to the commencement of development. The applicant is further advised of the following guidance and restrictions:

- No mechanical excavation is allowed within 3 metres either side of pipeline.
- No plant or storage of equipment shall be made within any easement strip.
- If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.
- All precautions stated in publication SGN/WI/SW/2 (Safe Working in the Vicinity of High Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the responsible site person signing and returning the form
- Appendix A (back page) to the SGN representative contacted in (7).
- No thrust boring shall take place within 3 meters of the pipeline.
- All planting within the easement strip should comply with 'Notes for Guidance on Tree Proximity'.
- Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least seven days before work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high pressure gas pipelines can then be discussed.

- Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN
- will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface
- cover cathodic protection coupons and reference cells will require installation at no cost to SGN.
- This pipeline is cathodically protected and as such has test cables located in test posts, were these to be lost through this work we would
- look to you for remedial action at no cost to SGN.
- Intrusive construction methods will require an agreed method statement prior to work starting.
- Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and
- occurrences. You will be informed when these come into effect and be invoiced direct.
- Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or boreholing must take place within 3
- metres of the pipeline

12. Safe digging practices in accordance with HSE publication HSG47 “Avoiding Danger from Underground Services” must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all relevant people (direct labour or contractors) working for you on or near gas pipes.

13. It must be stressed that both direct and consequential damage to gas plant can be dangerous for your employees and the general public and repairs to any such damage will incur a charge to you or the organisation carrying out work on your behalf. Your works should be carried out in such a manner that we are able to gain access to our apparatus throughout the duration of your operations.

14. There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

<https://www.thameswater.co.uk/developers/larger-scale-developments/sewers-and-wastewater/diverting-a-sewer>

15. Thames Water advise that a drainage strategy should contain the points of connection to the public sewerage system as well as the anticipated flows (including flow calculation method) into the proposed connection points. This data can then be used to determine the impact of the proposed development on the existing sewer system. If the drainage strategy is not acceptable Thames Water will request that an impact study be undertaken.

Archaeology

16. In view of the nature and scale of the development and the previous investigations having been undertaken, defined/agreed areas of excavation/strip and map would represent an appropriate mitigation phase. Berkshire Archaeology would be pleased to discuss the approach with the applicant, or their archaeological consultant, should permission be granted.

17. Please refer to the information provided by Last Mile Asset Management Limited. If a further copy is required, please contact Last Mile Asset Management Limited or the Local Planning Authority.

C) Alternative recommendation

That the committee authorise the Head of Development Management to refuse planning permission in the event of an S106 agreement not being completed to secure the services and infrastructure within six months of the date of the committee resolution (unless a longer period is agreed by the Head of Development Management in consultation with the Chairman of Planning Committee) for the following reasons:

- 1) In the absence of a planning obligation to secure suitable contributions / on site and off works for the following:
 - i. Employment Skills Plan contributions or delivery of a bespoke Employment Sills Plan
 - ii. Biodiversity Net Gain of 20% either through on or off site provision or a combination of both on and off site provision
 - iii. Pre development condition survey of Cutbush Lane East and delivery of any post construction remediation if required
 - iv. Safeguarding the highway corridor land within the red line boundary (to be agreed on a safeguarding plan)
 - v. Safeguarding of off site land for public rights of way improvements (to be agreed on a safeguarding plan)

Administrative clauses:

- vi. Section 106 Monitoring fee being the amount of reasonable fees in monitoring the performance and discharge of the Section 106 obligations,
- vii. The Council's reasonable legal fees in relation to the completion of the Section 106 agreement (whether or not the matter goes to completion),
- viii. Indexation (all contributions and payments to be index-linked from the date of the decision to grant planning permission to the date of which payment is made, using BCIS index).

It has not been possible to secure the adequate mitigation put forward to justify the development and the proposal could have a detrimental impact on ecology. This is contrary to the principles of Core Strategy policies CP1, CP3, and CP6, MDD DPD policies TB12 and TB23 together with the NPPF and Environment Act 2021.