

# Agenda Item 75.

Application Number	Expiry Date	Parish	Ward
232833	EXT	Shinfield	Shinfield South

<b>Applicant</b>	Natural History Museum
<b>Site Address</b>	Land South of Cutbush Lane East, Shinfield. RG2 9AA
<b>Proposal</b>	Full application for the proposed Construction of a Collections, Digitisation & Research Centre with associated infrastructure and external works including car parking, SUDS basin and landscaping. Application is a potential departure from the local plan.
<b>Type</b>	Full
<b>Officer</b>	Christopher Howard
<b>Reason for determination by committee</b>	Major application

<b>FOR CONSIDERATION BY</b>	Planning Committee on 13/03/2024
<b>REPORT PREPARED BY</b>	Assistant Director – Planning
<b>RECOMMENDATION</b>	<b>APPROVAL</b> 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 state of the art purpose built facility that would serve the Natural History Museum. The main purpose of the building would be for the storage of the collections and study that will help to ensure the specimens are preserved for future generations. The building would also have a critical function in terms of the recording of the collection as it incorporates space for digitisation. The south west facing wing will support laboratory space and offices for further analysis on samples to be undertaken.

The new building will not only help to preserve the specimens but will also allow for a greater level of circulation of the collection. Taken as a whole, the activities that the building will support are intended to enhance our knowledge of the natural environment, helping society to have a greater understanding on key issues such as biodiversity loss and climate change and identify ways to mitigate these impacts.

The Natural History Museum holds one of the worlds largest collections of specimens of our natural environment. Currently the activities that would be undertaken in the new facility are carried out in existing space in South Kensington and Tring. The building would provide a purpose built facility that will have environmental controls that will support the long-term preservation of the collection that the existing buildings were not specifically designed for. The importance of this cannot be understated given that each specimen is broadly unique in terms of the time in which it was collected and some of these are rare.

The location of the site is important as it will be well served by international transport links and closely related to the British Museum Archive and the Thames Valley Science Park on

Cutbush Lane East. This creates a cluster of similar uses which was an overarching principle for the Science Park. Clustering of uses such as these are recognised as a key component of the Governments objectives as outlined in the NPPF and NPPG. In addition, the site is closely linked to the University of Reading who have a science faculties and the facility will allow for greater collaboration with the University.

The building represents high quality design and will deliver above policy requirements in terms of sustainability and biodiversity net gain. A perspective of the site is provided in figure 1 below.



**Figure 1: A perspective providing an impression of the front of the building taken from the Cutbush Lane East extension.**

Whilst in principle the location of the site in the countryside means that there is a conflict with some of the development plan policies, for the reasons discussed in the planning balance section of the report, any adverse impacts on the countryside are outweighed by the economic, social and sustainable benefits that this important facility would deliver. The site would be served by an extension to Cutbush Lane East which is under consideration under planning application ref: 232995. Furthermore, it is well connected to the sub region and globally which will further enable national and international scientific collaboration for the collection.

<b>RELEVANT PLANNING HISTORY</b>
----------------------------------

Recent planning history for the site is set out below:

<b>Application ref</b>	<b>Description</b>	<b>Outcome</b>
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:

<b>Application ref</b>	<b>Description</b>	<b>Outcome</b>
<b>Science and innovation park</b>		
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
<b>Eastern Relief Road</b>		

Application ref	Description	Outcome
F/2010/1428	Full application for the construction of an Eastern Relief Road (ERR) 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/ ERR 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
<b>British Museum</b>		
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

<b>DEVELOPMENT INFORMATION</b>	
Previous land use	Agricultural – arable farm land
Existing parking spaces	0
Proposed parking spaces	77, 10 of which are blue badge
Proposed cycle storage	34
Proposed floor space	25,424m <sup>2</sup>
Construction jobs created (across a three year build phase)	326 – <i>Officer note: this represents employment across the supply chain and on site employment</i>
Number of direct jobs created / retained	11 posts would be created and 12 apprenticeships. The relocation of the building would retain 104 existing posts and therefore it would support 115 positions.
Indirect jobs created upon completion	83 jobs in the wider economy.
<b>CONSTRAINTS</b>	<ul style="list-style-type: none"> <li>• Circa 150m outside of the Strategic Development Location (SDL) as identified on the Core Strategy (South of the M4 Strategic Development Location SPD)</li> <li>• Infrastructure Delivery and Contributions SPD</li> <li>• Within 7km of the Special Protection Area (SPA)</li> <li>• Countryside</li> </ul>

- Potentially contaminated land consultation zone
- Gas pipe consultation zone
- Landscape character area
- Area of archaeological potential
- Listed buildings located to the south west 475m Oldhouse Farm and Cutbush Manor and Barn Grade 2 located 500m 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
- Part of site in floodzone 2
- Berkshire Habitat
- Berkshire Biodiversity Opportunity Zone

### 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 landscape impact of the proposed development / countryside impact and requests further information- <i>Officer note: please see report below paragraphs 37 - 40</i>
WBC Sustainability	Supports the energy strategy
Royal Berkshire Fire and Rescue	No objection
Thames Water	No objection – requests conditions
WBC Biodiversity	No objection – requests conditions
Planning Policy	No objection
Berkshire Archaeology	No objection – requests conditions
Active Travel England	No objection – requests conditions
Natural England	No objection – requests conditions
West Berks Emergency Planner	No objection
SGN	SGN have raised an objection but subsequent they have submitted a letter to the applicant, as such we deem this to be removal of the object. Informatives will be included
SSEN	No objection

### REPRESENTATIONS

**Town/Parish Council: Shinfield Parish Council object to the development for the following reasons:**

- Development being outside the Strategic Development Location (SDL) boundary and the application could provide a precedent for further development outside the SDL boundary.  
*Officer note: the site is located outside the SDL boundary and is not allocated and it is designated countryside. Each application however needs to be considered on its own merits. For the reasons discussed in the report and in particular paragraphs 90 – 114 below in this case the special circumstances linked to the use of the building are considered to outweigh any harm.*
- The use of the site would not be acceptable for another operator.  
*Officer note: linked to the above, the special circumstances linked to the activities of the Natural History Museum are noted in the planning balance section of the report. The use of the building for this operator will be secured via the Section 106 for a personal permission for the Natural History Museum.*
- Limited benefit for residents in the Parish to secure employment.  
*Officer note: This is understood and whilst at the beginning the relocation of the building will most likely disperse employees from the current site, over time it is likely that in general people will relocate to the local area and employment opportunities will be available to local residents who specialise in this field of study / work. In addition, due to the links to the University of Reading there will be opportunities for post graduate vocations at the facility as staff naturally turns over.*

Approval should only be given if the following conditions are included:

- The Community Engagement Strategy referred to in Appendix B to the Planning Statement should result in a meaningful long-term programme of community outreach with a direct benefit to parish residents including physical access to information and exhibits.  
*Officer note: An updated engagement strategy has been submitted by the applicant in response to the concerns raised by Shinfield Parish Council. This provides a framework for a more detailed strategy which will be agreed under the requirements of condition 26. The recommended condition includes a requirement to engage with the parish and local residents to inform the community engagement strategy prior to the submission of this to the local planning authority and for this to be demonstrated within it. It is acknowledged at this early stage of the programme; limited work will have been done on the engagement strategy but this is expected to evolve over time once the museum has relocated to the site.*
- While this may not be deliverable in the proposed building there should be some physical delivery within the parish both for students and the general population.  
*Officer note: Whilst this is noted, there is a need for a secure site given the nature of activities so this will be difficult to deliver. This could however feed into the community engagement strategy and existing buildings such as Gateway 1 at the Science Park may be more suitable for events rather than providing a bespoke building that may otherwise be underutilised.*
- SPC would like to be directly engaged in the development of such a strategy/outreach programme.  
*Officer note: This is agreed and has been included in the recommended condition 26. The Council, Shinfield Parish and the Museum will be working together to develop this.*
- There should be no occupation of the building until the strategy/outreach programme is in place.  
*Officer note: This is agreed and has been included in the recommended condition 26.*

- Any approval must be alongside the approval of PA 232995 which is intended to improve access to the area including for pedestrians and cyclists.  
*Officer note: This is agreed and please see condition 3.*
- Improving pedestrian and cycling paths/links with Lower Earley Way.  
*Officer note: There is good existing cycle infrastructure on the Lower Earley Way although it is noted that the lighting beyond the British Museum can be improved. This has been secured as part of the Shinfield Studio planning consent. It should also be noted that development cannot be required to mitigate existing issues where the development is not resulting in specific harm.*
- A meaningful contribution towards the funding and sustainability of bus services 3 and 600  
*Officer note: A contribution has been sought for sustainable transport measures.*
- Tight control over the construction traffic to the site and then the subsequent large number of vehicles necessary to transport artefacts to the site.  
*Officer note: This is agreed and the Construction Environmental Management Plan – condition 10 - will mitigate construction traffic. It is not anticipated that there would be significant HGV movements for decanting to the site given that this will be controlled by the number of loading bays and the logistics of unloading / subsequent storage. The Transport Assessment notes 5 which is broadly in line with the decanting process for the British Museum.*
- The traffic management plan should ensure robust controls to keep the disruption to residents to a minimum and to ensure that safe access is maintained for pedestrians, cyclists and other users of the affected area.  
*Officer note: This is agreed and the Construction Environmental Management Plan will control – condition 10. An additional signage strategy is also required by condition 9.*

**Local Members:** No comments received.

### **Neighbours:**

In total, 1193 neighbour notification letters were sent and the proposal was advertised locally. From this, when accounting for any duplications, a total of 19 letters were received. The breakdown of these were 6 letters of objection, 6 letters of comment and 7 letters of support. The planning related issues raised are summarised below:

### **Letters of objection / comment:**

- Impact on character / loss of countryside / overdevelopment of the area – *Officer note: please refer to report below, paragraphs 23-41.*
- Impact on wildlife / habitats / biodiversity - *Officer note: 20% Biodiversity net gain will be secured; please refer to report below, paragraphs 77-79.*
- Poor air quality - *Officer note: the site is located outside of an Air Quality Management Area and has been assessed by the Environmental Health Officer who is satisfied that the use would not have an adverse impact on health*
- Community engagement lacking pre and post development - *Officer note: A community engagement event was held – see report below paragraphs 86-87. Officers have requested a more robust community engagement strategy which has been submitted and this is acceptable subject to condition 26.*
- An area of the building should be reserved for a local museum - *Officer note: The building incorporates an area for public engagement which can be used as part of the community engagement strategy. However, the facility is not intended to be open to the wider public.*

- Public consultation event should have been held at the weekend- *Officer note: The community engagement drop in session was held on a Thursday between 15:30 and 16:45 together with 18:15 – 20:00 and 84 people attended. Further information for those who could not attend was signposted through the leaflets that were dropped to 1,500 residents. The community engagement strategy and timeframes for the events considered acceptable and regrettably, it will always be difficult to ensure that all can attend these sessions as weekends may present further challenges to residents. The applicant has fulfilled their responsibility to undertake consultation.*
- Impact on flooding - *Officer note: The development has been assessed by the drainage officer. It should be noted works are underway to improve drainage with a new ditch being constructed to the west of the application site (agreed as part of another application). This should manage surface water runoff for the wider area. The Flood Risk Officer supports the proposed drainage strategy 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 Planning Authority cannot dictate the timing of applications or delay decisions on this basis. 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*
- 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.*
- Impact on highway safety / use of Cutbush Lane East by pedestrians and cyclists - *Officer note: The application has been assessed by the Highways Officer and they raise no objection in terms of highway safety. Improvements are being made for the Cutbush Lane East overbridge and lighting will be installed here which will make it more of an attractive route. A footpath on the north western side of Cutbush Lane East has also been installed from the Science Park link road to the British Museum. This is proposed to be extended under application 232995 connecting the current stub end of Cutbush Lane East into the overbridge. No evidence has been presented for the reduction of users although the route may have been more heavily used during Covid lockdowns. The package of enhancements and local upgrades to public footpaths 3 and 4 by Shinfield Studios should continue to make this a well-used link to the wider area.*
- Scale of access road - *Officer note: Not relevant to this application. The access road is being considered under another application, ref; 232995 but is referred to in the Committee Report for this.*
- Site not well linked by public transport- *Officer note: Whilst this is noted, the site is walkable to the wider public transport facilities albeit outside of the usual 400m catchment areas. The infrastructure has been designed to accommodate buses and the roundabout can serve as a turning circle for buses. There will however need to be a suitable level of critical mass to justify the extension of the bus route and agreement from the operator to justify extending this beyond the bus stops. Contributions are secured for future public transport improvements.*
- Loss of tenancy at Upperwood Farmhouse - *Officer note: Not a material planning consideration, it is a civil matter between the tenant and the University of Reading.*



- Impact on the climate / sustainability - *Officer note: The Sustainability strategy has been assessed by the Sustainability Officer and this is supported subject to conditions to ensure that the measures are implemented.*
- Lack of supporting infrastructure - *Officer note: Significant highway upgrades have been delivered in the area associated with the housing and employment growth including a new overbridge over the M4 motorway and Eastern Relief Road. More locally, upgrades have been secured via the British Museum planning consent including the new link road to Cutbush Lane East.*
- 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.*

### **Letters of support**

- Support the purpose built facility and the location of it in Shinfield
- Request upgrades to signage - *Officer note: - Officer note: a condition for a signage strategy has been attached for the construction process.*

<b>PLANNING POLICY</b>
------------------------

### **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

### **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  
Loddon Valley Landscape Character Assessment  
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*

## **PLANNING ISSUES**

### Site description

1. The application relates to land to the east of Cutbush Lane East and south of the M4 Motorway. The parcel of land is set between two woodlands – St Jons Copse to the south west which is a recognised ancient woodland and New Covert to the north east. 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 the field is closely related to Upperwood Farm which is located to the north west. An aerial photograph of the site is shown in Figure 2 below.



**Figure 2: Aerial photograph of the site – the main site area is broadly outlined in red**

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 early in 2024. Prior to this, supporting infrastructure has also been delivered for the phase 1 Science Park which includes the Eastern Relief Road and access to the Thames Valley Science Park via South Avenue.
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 of the building. Work is well underway to decant the archive from Blythe House in London to Shinfield at present.
4. The British Museum application enabled a series of highway upgrades to be delivered on Cutbush Lane East. 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 the southern facility of Shinfield Studios is now diverted past the Gateway Building on the Thames Valley Science Park campus through a new link road onto Cutbush Lane East – see figure 3. This limits vehicles passing the existing residential dwellings located towards the Eastern Relief Road. 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.



**Figure 3: Links from the site to the Eastern Relief Road**

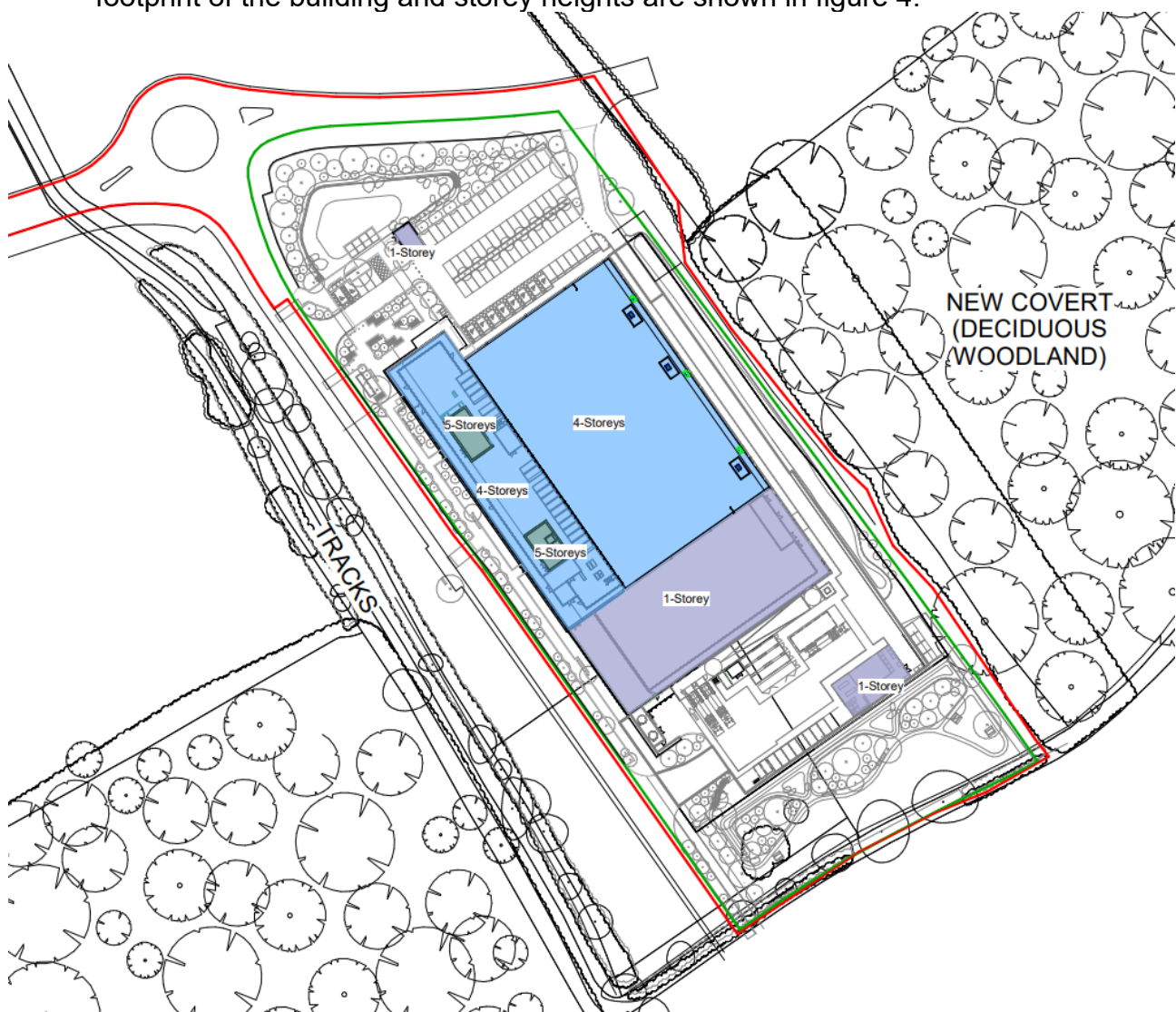
5. Once you pass the employment sites, the main footpath connections that surround the site are towards the built up area of Lower Earley via the pedestrian and cycle bridge over the M4. There are glimpsed views of the site as you pass through the pedestrian and cycle link from Upperwood Farm to the overbridge. Once on the overbridge, the views to the site are more evident and given the landscape setting with the land gently falling away towards the River Loddon. Direct viewpoints from this location to the site have a rural feel given the backdrop to the landscape. Views are however read in the wider context, being closely related to the buildings that serve the employment space at Shinfield Studios and the British Museum and Lower Earley / the M4 Motorway.

#### Description of development

6. The application relates to 3 hectares of land and would contain a building of around 25,424m<sup>2</sup>. The function of the building would predominantly serve as storage space for the Natural History Museum Collection and to a lesser extent supporting office / laboratory space for research and digitisation of the collection. Surrounding the building would be supporting infrastructure such as hard landscaping, a service area and parking bays together with soft landscaping which includes SUDS features and new planting. The building would be up to 5 stories although the office accommodation and Collections facility would be 4 floors in height. Plant space and a parapet wall sit above these. The maximum height of the building would be around 25m in height but this a very small area for an extractor. This means that the significant majority of the building would be around 23.5m in height, which is comparable to the some of the Shinfield Studio stage buildings. The land here is however lower than the studio site by around 15m at the heights point of the studio



site. The rear of the building is 1 storey towards the service yard and there is a couple of further ancillary 1 storey structures incorporated into the layout. The footprint of the building and storey heights are shown in figure 4.



**Figure 4: Site layout and storey levels**

7. In terms of access, the site should be seen in context with a concurrent planning application for the spine road which would link it onto Cutbush Lane East as mentioned in the summary section above (ref: 232995). This road would create a new link from the north of the British Museum Archive to the Natural History Museum connecting via the South Avenue (past the Science Park) to the Eastern Relief Road.

Background to need for facility / Benefits

8. 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. 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.

9. A key objective for the Natural History Museum is to ensure that the collection is secure moving forward and the proposed facility will help to achieve this goal through delivering a bespoke building to house the collection. The building also incorporates the required technology and climatic conditions to best ensure that the collection is preserved for now and generations to come. 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.
10. 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 facility would allow for the building to free up further exhibition space within the South Kensington Museum.
11. Regionally and sub regionally the site is ideally located with excellent transport connections by road, rail and air. This is an important factor in choosing the location given the international status of the museum collection. 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.
12. The site is also within a 30 minute drive to London Heathrow Airport which means that for specimens that need to be transported nationally or internationally, the site is ideally located. The proximity is also important for providing access to the facility from professionals across the globe. 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.
13. Similar to the British Museum, Shinfield Studios and Thames Valley Science Park, the site has an excellent network of connections to the wider area. The site will continue to support the clustering of research and development for the area and secure high quality employment space, which by virtue of the level of investment for the facilities, should be a legacy for future generations.
14. The facility would deliver employment for the area both for the operation of the building but also to the wider economy for secondary employment. 115 permanent positions would directly be employed by the operation of the building and there would be 83 supporting roles. Construction activities would also generate 326 jobs both on site and in the wider supply chain over a three year build phase. The

building would therefore deliver significant employment with associated spending for the local economy.

Principle of development

15. 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.
16. 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.
17. 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 building 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.
18. 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.

19. 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 building would echo the thrust of footnote 44 which refers to sectors to encourage growth for the future such as artificial intelligence and clean growth.
20. 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.
21. The proposed development would allow for clustering of nationally and international important facilities within the local area. 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.

#### Principle of development conclusion

22. 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 89-116 below.

#### Layout, Design and Landscaping

23. 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* 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.
24. Although the site sits outside the South of the M4 Strategic Development Location, Core Strategy policy CP19 is still relevant and 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.*

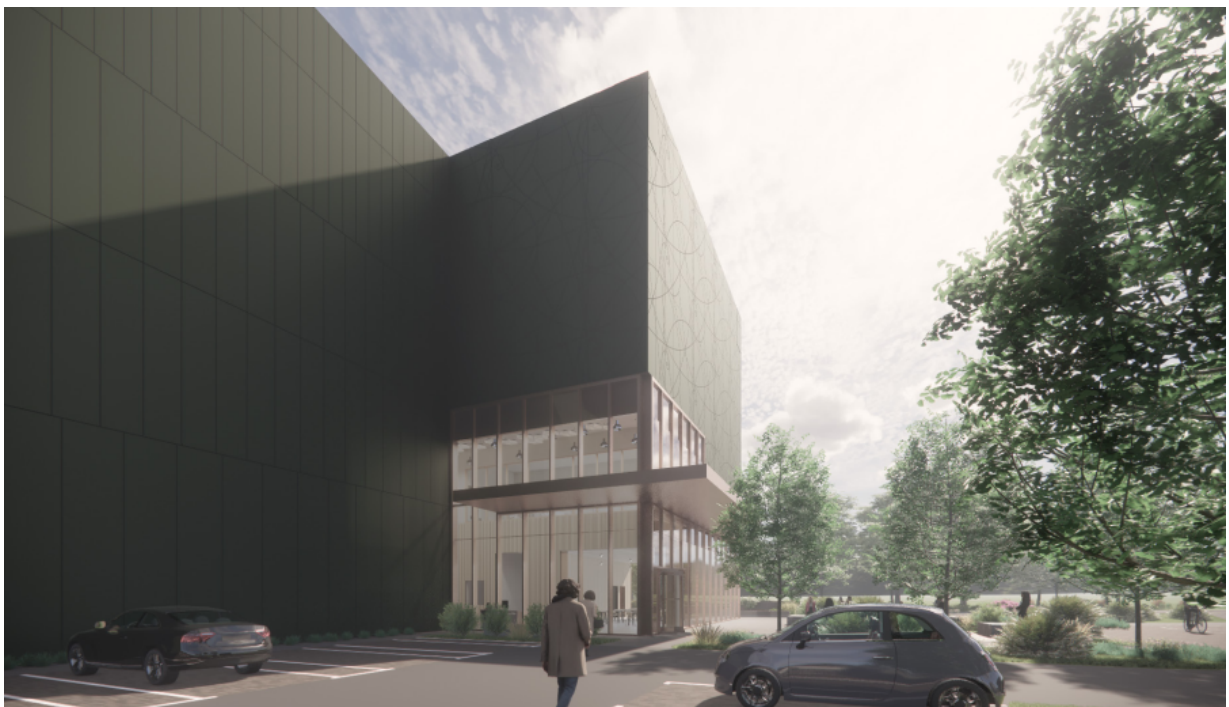
25. The site is located outside of the SDL limits and as such policy CP19 is not directly relevant to it. The SPD does however provide some useful background to the aspirations for employment uses within the Science Park and landscape etc but again, since the site is not within or directly adjacent to the SDL, the policies are not considered to be relevant for the determination of the application.
26. 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.
27. The Borough Design Guide sets out overarching principles for development and sets out guidance in section 7 regarding non-residential development.
28. The proposed layout of the site together with the detailed design of the building has taken into account the constraints of the immediate and wider landscape setting. The footprint of the building and supporting infrastructure would be sited between the two sensitive areas of woodland – St Johns Copse and New Covert. The applicant has paid a strong regard to these however and sought to ensure that there are sufficient buffer zones to these areas. These woodlands would also provide a degree of screening to the proposed building which gives a soft buffer. This is particularly evident for to the north east facing elevation which due to function of the Collections space, has a blank elevation without any windows to break up the massing. The applicant has however paid a great deal of consideration for the external appearance of the building for these sections through the use of cladding that has horizontal and vertical emphasis to this which helps to break up the massing.
29. For the other elevations, consideration has been made in terms of the layout internally and externally and relationship with the existing site constraints. A large, glazed section frames the south west facing elevation for the research space which in part, overlooks St Johns Copse. This part of the building will be more visible in the local area given the staggered position of the woodlands as shown in figure 4 above. The use of curtain glazing for this elevation, above the ground floor, breaks up the massing of the Collections storage space beyond the research and digitisation suite.
30. The design approach for the south west elevation will also help to provide natural surveillance towards the spine road that will serve the site given that this is a key outlook to this road. The outlook from the research space will also be beneficial for the employees when the building is in use as the views from the research space will

overlook the woodland and wider landscape beyond. An impression of this is provided in figure 5.



**Figure 5: An impression of the building with the glazing facing towards St Johns Copse and providing surveillance towards the new spine road**

31. The front elevation also pays regard for the need for some natural surveillance to the spine road. Following pre application feedback, the elevation has been revised to provide more glazing for the outcrop that serves the research area and the ground floor reception area as shown in figure 6. This also includes the car park area to the front of the building together with the landscaped section towards the spine road.



**Figure 6: The entrance to the facility with glazing facilitating overlooking to the car park area**

32. The outcrop to the front elevation of the building that serves as a reception area and research space above has also been designed to give the front elevation of the building more interest given its prominent relationship with the spine road. An impression of this is provided in figure 6 above with a motif shown on the front outcrop which also wraps around this element for the south west facing elevation. The final detailed design of the motif will be subject to condition. This will ensure that there is flexibility in terms of the appearance should there be minor amendments required for the build process. This is expressed in condition 6 which is more detailed than the standard materials condition given that this will be an important focal point for the facility.
33. For the rear elevation, this is slightly broken up on the south west corner due to the use of glazing as shown in figure 7. Much of the remaining area is for the Collection space which follows the textured cladding approach. This element is also broken up in part by the single storey service yard and ancillary buildings. Whilst this area is less visually attractive than the other elevations due to the functional need of the service area, landscaping is incorporated to screen and soften this space. A meadow area is proposed beyond the hardstanding to serve the service yard which incorporates outdoor recreational facilities including picnic benches which overlook the Loddon Valley. This provides a good buffer between the building and open farmland to the south east of the facility and a degree of transition between the open countryside and the built form together with space for people to linger.

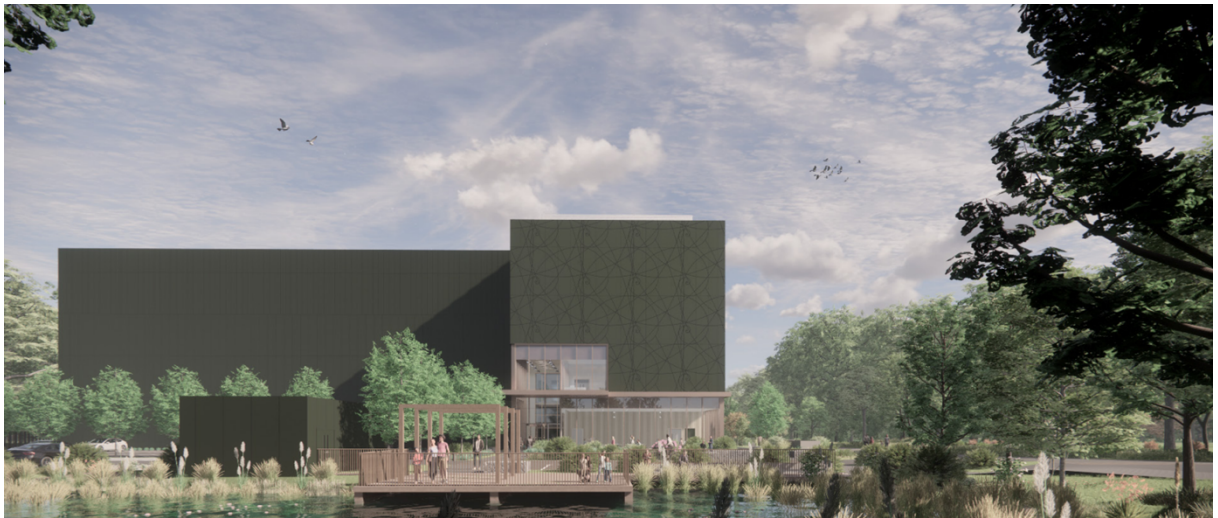


**Figure 7: A perspective of the rear elevation of the facility**

34. In terms of the soft and hard landscaping approach beyond the meadow area, a secure perimeter is achieved around the service yard with gates set back from the service road which runs down the south west facing elevation. This forms one way loop for the secure line and vehicles will exit via the north east facing elevation with further gates towards the front of the building.
35. Careful consideration has been given to the front of the building in terms of the landscaping approach. A wet SUDS pond is proposed here (one that is designed for surface water attenuation but retains a water level for aesthetic and biodiversity purposes) which has a decked area and seating incorporated. This will be planted



with trees and with a strong consideration for the design of this space, will create a strong sense of arrival for the building. The space has been designed to be open to all users so there will be some community benefit associated with this. An impression of the SUDS space is shown in figure 8



**Figure 8: The SUDS pond at the front of the facility**

36. Surface parking is located between the SUDS pond and the front of the facility which will be block paved. The space has functional hard landscaping such as seating dispersed within it which has a dual use to secure the front line of the building. Planting is also incorporated within this space which will soften the impact of both the building and parking apron.
37. In terms of the impact of the facility on the wider countryside and setting of the area, the applicant has provided a detailed Landscape and Visual Impact assessment. This includes photomontages of the proposed development on the wider landscape including views from the Cutbush Lane East pedestrian cycle M4 overbridge and the wider Loddon Valley /area. 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 photomontages show that generally due to the screening afforded by the Copses, wider landscape features and existing built form, the level of visibility to the proposed facility is low and as such is considered acceptable.
38. The site would however be mostly evident from the pedestrian / cycle bridge over the M4 motorway and ultimately the new spine road serving the site once delivered. From these vantage points, the site would be seen in the context of the delivery of the other buildings on Cutbush Lane East and therefore would not be inconsistent with the employment space delivered in the area in recent years. The design approach seeks to reduce the impact of the built form and attempts to break up the massing which is helped from this viewpoint by the glazing wrapping the south west elevation. The glazing will also reflect the adjacent trees thereby helping to mitigate the bulk of the building. On this basis, whilst as raised by the Landscape Officer that there would be impact on the landscape when compared to the undeveloped land, for the purpose of the planning balance, the benefits of the facility overcome any significant harm together with a sound design approach.

39. Whilst there would be some cut and fill in order to obtain a flat slab for the site and ensure the drainage works, the extent of this is not considered to be extensive and taken into context the building works, once completed would not be significantly visible in the public realm.

#### Layout, Design and Landscaping Conclusion

40. The applicant has carefully considered the impact of the development on the character of area and wider landscape through factors such as the detailed design of the building which has been informed by the constraints of the site and setting. Through taking this approach, the detailed design of the building has evolved to respond well to the environment that it would be located within. This is despite the required scale and massing of this for the end use. Being responsive to site constraints represents good design and it will deliver a high quality facility that should, in the main, be responded to well locally. In addition, it should create an attractive workspace that contributes towards the wellbeing of the future employees / users of the space.
41. In summary, the design and landscaping 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

42. 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.
43. The closest residential dwelling is Upperwood Farmhouse located over 200m to the main building serving the facility. With this level of separation, there are no overlooking, loss of light or overbearing impacts associated with the new facility and to the occupants of this house or any residential dwelling in the area.

#### Residential amenity – noise

44. With regards to noise associated with the construction of the facility, 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.
45. Given the nature of the building and intended use, it is not considered that the end use of the building would lead to a high degree of noise and disruption to neighbouring sites.
46. Overall, the application has been assessed with regards to this aspect by the Environmental Health Officer who supports the approach. On this basis and given the relationships outlined above, it is considered that the during 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

47. As advised above, the site takes into security into account. A secure line flanks the service area and north east side of the building which is controlled by fences and gates. The main parking area to the front of the building is open although rising bollards control entry to this. This approach is preferred in terms of delivering a high quality public realm at the front of the site. Security protocol within the building at the reception area will control entry to the facility at this point.

### Sustainable Design and Construction

48. 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.
49. The applicant is accompanied by an Energy Statement which predicts future energy uses and the potential for the facility to generate energy through renewable sources. Taken as a whole, the measures are above policy in terms of the aspirations and the building would achieve 21.2% carbon savings - these are achieved through measures that include air source heat pumps and ventilation units for heat recovery together with the design of the building. In addition to this, the applicant has looked at the roof to provide a photovoltaic array – this would produce 22% of the energy demand for the building.
50. The approach shows a strong commitment to sustainability above the standard approach and the building has been designed to be net carbon both in terms of operational and embodied carbon. This is a significant achievement; above policy requirements and the delivery of the sustainability measures will be controlled by conditions. The Sustainability Officer supports the approach.

### 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. Policy 5 of the Shinfield Parish Neighbourhood Plan sets out parking standards. These should be in line with WBC standards and well set out with good surveillance to parking courts.

### 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. In terms of how the Natural History Museum would link into the wider site, a new route is proposed to the north of the British Museum and this is under consideration for planning application 232995. The new link would be around 400m long to access the facility and includes drainage infrastructure and soft landscaping. A resolution on the spine road application will be made ahead of the consideration of this item at Planning Committee. The redline of this application links onto Cutbush Lane East at the British Museum broadly along the alignment of the proposed route under 232995.
58. In terms of trip rates, the Transport Assessment has been informed by historic travel patterns by Natural History Museum employees to establish the modal share. For this application, 75% of trip rates by car has been applied which is at the upper end of the historic patterns. Given the context of the site, this is considered acceptable.
59. The level of traffic generated by this with the assumption of 65 each way movements in the peak hours is unlikely to be discernible when compared to the background traffic. No significant additional queuing is envisaged at any key junctions surrounding the facility and the car movements would quickly dissipate when joining the strategic transport network.
60. It is acknowledged that there would be a level of travel demand associated with the relocation of materials from the existing facility for the first four years of the operation of the building. This is however a temporary activity and will need to be coordinated by the Natural History Museum. The activities will be limited by the level of service facilities that serve the building. It is anticipated that no more than

five HGV and one car movement a day is expected for the decantation process. Again, this level of traffic would not be noticeable in the wider context.

61. 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 for the main site so there will not be any significant conflicts with the delivery of the Natural History Museum.
62. The trip rates 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

63. In terms of the internal layout of the site, the site would be accessed from a new roundabout for the Cutbush Lane East extension under consideration for application 232995. This includes a service road linking to the rear of the site on the south western boundary. A secondary access is also located to the north east of the planning unit – this will serve as an exit only route. In effect the site has a one way circulation loop around the building although the route for the south western boundary will be two way for the extent of this road.
64. The site access has been tracked and checked in terms of the proposed geometry both for service roads and parking etc for the range of vehicles that would be intended to use the various spaces. This has been checked by the Highway Officer and no objections are raised in terms of the proposed supporting highway infrastructure.

#### Access and movement – parking

65. The parking strategy has based the parking provision on the number of employers, expected visitors to the site and public access. This mirrors the approach used for the Natural History Museum to the south west of the site. In total there would be 77 parking spaces with 8 of these being laid out as blue badge spaces. The spaces include 14 spaces with active electric charging which exceeds the guidance.
66. Four spaces are provided for motorcycles / scooters and there is space provided for 2 minibuses on the south western access road within a bay. There are also 34 secure cycle spaces proposed at the front of the site within covered facilities.
67. The parking has been laid out with good consideration for the end user of the building and is well distributed. The main parking area would be to the front of the building however there is further car parking within the service yard at the rear for employers whose main duties might be focussed at this part of the site. A small space to the front of the building is set aside for visitors which includes blue badge parking before you enter the main parking space.



68. The parking provision, facilities and distribution has been assessed by the Highways Officer and these are considered to be acceptable for the facility.

Access and movement - sustainable transport

69. 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 associated 232995 application for the spine road and infrastructure allows for the extension of the Leopard service in future years should the operator wish to extend this given that the route has been designed to accommodate HGVs and in effect buses to serve the building. This could be subject to phasing and since the building will not be fully operational until 2031 there is some time to review this. The travel plan will ensure that this is monitored and kept under review.
70. In terms of the response form Active Travel, the Travel Plan advocates an initial headline target of 10% mode shift away from car use. This is considered an appropriate starting point since it builds upon the mode shift gains which have already been achieved at the earlier phases at the Thames Valley Science Park. The range of physical measures and incentives that are being promoted are all aimed at enabling this target to be surpassed. For example, the provision of cycle parking spaces would cater for a much more significant shift away from car travel to cycle use. As set out in the Travel Plan, the performance against the various targets will be continuously monitored over the Travel Plan period. Indeed, the monitoring mechanism includes periodic review by Wokingham Borough Council's Travel Planning team. If it transpires that the Travel Plan targets are being realised then opportunities will be identified and agreed with Wokingham Borough Council to establish how further mode shift can be achieved.

Flooding and Drainage

71. 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.
72. The site is predominantly within flood zone 1 although a very small area of the site to the south west section is within flood zone 2. Areas within flood zone 1 are classified as 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. For flood zone 2, these areas have a 1 in 100 and 1 in 1000 annual probability of river flooding.
73. To ensure that the increase in surface water runoff associated with the additional built form is managed, a strategic approach to drainage is proposed.
74. This includes ensuring that part of the building footprint would be located within floodzone 2 and the main access loop can avoid this area. Surface water attenuation has been factored into the design of the site through SUDS basins as has re-profiling to manage surface water.

75. The application is supported by a Flood Risk Assessments which assess the impact of flooding on the application site. This identifies flood risks across the whole site and incorporates measures to manage surface water runoff including the 1 in 30 year and 1 in 100-year storm events (+40% for climate change).
76. The Flood Risk Assessment and Drainage strategy propose measures on site have been assessed by the council's Drainage Officer. They have raised no objection to the proposed package of measures in terms of the impact to existing neighbouring residents and future occupiers of the site. On this basis the proposals are considered acceptable subject to condition 19.

#### Ecology

77. 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.
78. In terms of existing vegetation, the applicant has demonstrated that there would be an adequate buffer zone from the proposed development to these features.
79. 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 S106 and it is noted that the development will ultimately deliver a significant biodiversity uplift with a biodiversity net gain of 20%.

#### Heritage

80. 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.
81. The nearest listed buildings to the development site is Oldhouse Farm 475m and Cutbush Manor and Cutbush Barn which are around 500m from the extent of the red line of the application. The level of separation together with the scale and nature of the building and onsite relationships and screening afforded by St Johns Copse, other vegetation and existing development means that there would be no significant impacts on these listed buildings or any in the wider area.
82. 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.
83. Given the level of separation, it is not considered that there would be any significant harm to any heritage assets in the area or to the setting of these. 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

84. 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.
85. The Archaeology Officer has assessed the report submitted in respect to this and raises no objections subject to condition 25.

### Community engagement

86. The application has been accompanied by a Statement of Community Involvement which sets out the engagement process and feedback from the events undertaken. The applicant has reached out to 1,500 homes in the area by way of a leaflet drop which included details of a consultation event held on the 14<sup>th</sup> of September 2023 at Thames Valley Science Park. Issues that were raised at this were recorded and the applicants feedback is included within the Statement of Community Involvement.
87. It is noted that the Parish have raised concerns about the lack of a detailed engagement strategy as part of the application. However, the applicant is intending to work up an engagement strategy with the Council, Shinfield Parish and local schools which will benefit residents and groups directly. Given how early in the programme we are, the detailed strategy has not been worked through and it is envisaged this will be developed and evolve over time. As advised, this is covered under condition 26.

### Minerals

88. The site is not within any recognised mineral safeguarding area and whilst there may be localised deposits, these will likely be potentially extracted off site by the waste contractor if this is viable.

### Planning balance

89. 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. The decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. As advised above, there will be considerable benefits that will be delivered through the granting of the planning permission as well as several adverse impacts. These are identified below and the degree of weight that should be applied is identified.

### Benefits

90. The site makes for a logical extension to the Science Park and associated employment that has grown in the locality over the years including Shinfield Studios and the British Museum. Significant improvements in the area have been delivered through the ERR, South of the M4 Public Transport Strategy and the internal access roads serving the existing Science Park. This means that the facility can be delivered with minimal disruption to the local road network, will support local public transport 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.

91. 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. Moderate to substantial weight should be afforded to the potential benefits that clustering could bring for future knowledge sharing.
92. The facility will support the ongoing work for the Natural History Museum in terms of research and development. This could benefit both society and the environment in many ways in particular relating to the climate crisis. Given the track record of the Natural History Museum for producing research, the building will help further develop this. The contribution that the Natural History Museum make to scientific research is significant. In 2023 alone, scientists contributed towards 722 research papers on topics such as biodiversity and The Darwin Tree of Life that aims to sequence the full genomes of all animals, plants and fungi within the British Isles. The collection also helps support international research and build on digitisation and artificial intelligence technologies which will give great scope for sharing. On this basis, moderate to substantial weight should be afforded to the potential scope of the building to help foster further research.
93. The facility will secure the long term preservation of samples which are taken at a point in time and cannot be replaced. This is a purpose built facility which will benefit generations to come. It will also allow for digitisation of the collection which can only potentially allow for greater distribution of the collection and more research to emerge. Moderate to substantial weight should be applied to this element of the proposal.
94. For the occupation phase, delivery of the facility will retain positions and it does generate a degree of additional employment. It is likely that over time, some of the existing employees will relocate to the area thereby contributing towards the local economy. In the long term, employment is likely to be drawn ever increasingly from the local population. The building would support 115 direct positions and a further 83 jobs in the wider economy.
95. Significant employment opportunities will also be generated through the construction of the facility. The applicant has submitted Socio Economics Statement and from the projected build costs there would be 326 jobs generated for the build phase. This relates not just to the site but the wider supply chain. The build process would be across three years so it would secure the jobs for several years. On this basis, limited weight can be afforded to the jobs associated with the delivery of the building across the construction and supply chain and delivery of the facility. With both the build phase and long term retention of jobs which will benefit the local economy, moderate to substantial weight can be afforded to the economic impacts.
96. 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.

97. The use of the landscaped area to the front around the SUDs pond and rear of the site has been secured for a level of community use which could lend itself to a rest / picnic area. The use of this is controlled by condition 27 and very limited weight can be afforded to this element of the proposal.
98. The applicant has agreed to a condition for public art to be contained within the site boundary with the details of this to be submitted. This will add interest to the site and hopefully define it as a local landmark. Since the details are yet to emerge, limited weight should be given to this commitment at this stage.
99. In terms of sustainable energy, as outlined above in paragraphs 48-50, the applicant has agreed to secure above policy requirements in terms of renewable energy sources such as solar panels which should generate 22% of the energy need for the facility. In addition, the building has been designed to be net carbon zero and the facility should deliver 21.2% carbon reductions with the built in sustainability measures. This exceeds the 10% policy requirement by some margin and the approach should allow moderate to substantial weight to be applied to this aspect of the development.
100. The applicant has outlined their intent for community engagement within the Planning Statement and updated Engagement Strategy. This sets out goals for engaging with local education institutions, the parish and borough council. This will be developed in a phased manner and allow for flexibility for the building and post occupation phases. The community engagement strategy will be secured by condition 26 which allows for ongoing review. Given the ambition to engage with the local parish, local schools the University of Reading and stakeholders, moderate to substantial weight can be applied.

#### Impacts of the proposal

101. 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 building would be limited to localised views. The position of the building between the two woodlands helps to provide screening which should last in perpetuity. Care and consideration have been taken in terms of the design approach to ensure the impact on the woodlands is minimal and that the form of the building is responsive to these. In addition, the site sits in a cluster of employment buildings of varying scale, as such, it would not be read as an isolated building in the countryside.
102. Taken as a whole, whilst it is acknowledged that the proposed scale of the development will result in the loss of countryside, introduce built form and associated infrastructure on the landscape within the Loddon Valley Landscape Character Area, the mitigating factors outlined above together with the proposed landscaping strategy will reduce the impact. Views as discussed will be mostly localised from the M4 overbridge. Given the relationship to the British Museum, film studios and TVSP together with the wider infrastructure, the level of harm is moderate to significant. However as stated the benefits are considered to outweigh any harm being caused.

103. 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. The benefits associated with these are considered to greatly exceed that of the cultivation of the land. On this basis, the level of harm associated with this is low and therefore limited weight should be applied in association with the loss of agricultural land.
104. 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.
105. In respect to trees and hedgerows, the main areas that have defined vegetation features is towards the rear of the site. Whilst there are some losses associated with the delivery of the facility, these are minimal and limited to low or moderate quality trees and these will be replaced through the proposed planting scheme. The proposed 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, only limited weight should be given to the impact of the development on vegetation.
106. The implications for the impact of the development on the highway network have been outlined above and the use of the building 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 building would plug in well with the existing highway infrastructure, limited weight should be given to the post occupation highway implications.
107. Similarly for construction traffic and noise associated with the delivery of the facility, the activities associated with this would be temporary and can be managed by the CEMP (condition 10). 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 would be heard in the backdrop of the noise associated with the M4 motorway.
108. 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 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.

109. 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.
110. Finally in terms of biodiversity, the application would deliver a 20% biodiversity net gain as identified above, which is significantly above the standard requirement. 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

111. 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 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 has been secured. The development would contribute towards Sustainable Transport.*
  - d. Do not prejudice the comprehensive delivery and implementation of the wider SDL. *The concurrent application 232995 has submitted a highway land safeguarding plan which is secured through the S106. 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.*
112. Whilst it is acknowledged that the use of the land and structures is not strictly compliant with the policy, it could fall under a form of development which that can be seen as an exception given that the text of policy CP11 includes the words 'normally permitted'.
113. 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.

114. 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

115. 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 facility, the building would not block access to any land that might be brought forward in the future. The road that will serve the facility under application reference 232995 will safeguard land should upgrades be required and has been designed to be adaptable should further development come forward. Similarly, the S106 for Shinfield Studios 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.
116. 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 Natural History Museum, it is considered that the facility will bring substantial economic and social benefits. In addition, the sustainability measures and ecological enhancements will assist in reducing the environmental impact of the development. This combined with supporting research that will have wider benefits for the natural environment which could be considerable. These factors together with a sound design approach will deliver a high quality building and will outweigh any significant harm to the countryside. 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 by the applicant and will be secured through the S106 / conditions, together with an end user identified and ability to restrict the use of the building 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 - Conditions / informatives or Reasons for refusal

### 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. Personal permission for the Natural History Museum for the use of the facility (excluding any community areas)
- ii. Sustainable transport contributions
- iii. Employment Skills Plan contributions and / or delivery of a bespoke Employment Sills Plan
- iv. Biodiversity Net Gain of 20% either through on or off site provision or a combination of both on and off site provision
- v. Pre development condition survey of Cutbush Lane East and delivery of any post construction remediation if required
- vi. Safeguarding the highway corridor land within the red line boundary (to be agreed on a safeguarding plan)

*Administrative clauses:*

- vii. Section 106 Monitoring fee being the amount of reasonable fees in monitoring the performance and discharge of the Section 106 obligations,
- viii. The Council's reasonable legal fees in relation to the completion of the Section 106 agreement (whether or not the matter goes to completion),
- ix. 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

RD001-FCB-XX-XX-DR-A-0100 P01	Location Plan
RD001-FCB-XX-XX-DR-A-0101 P01	Existing Site Plan
RD001-FCB-XX-XX-DR-A-0102 P02	Proposed Site Plan
RD001-FCB-XX-ZZ-DR-A-0103 P01	Site Sections

RD001-FCB-XX-ZZ-DR-A-0104 P01	Service Yard Plan
RD001-FCB-XX-00-DR-A-0200 P01	GA Plan Level 00
RD001-FCB-XX-01-DR-A-0201 P01	GA Plan Level 01
RD001-FCB-XX-02-DR-A-0202 P01	GA Plan Level 02
RD001-FCB-XX-03-DR-A-0203 P01	GA Plan Level 03
RD001-FCB-XX-04-DR-A-0204 P01	GA Plan Level 04
RD001-FCB-XX-RF-DR-A-0205 P02	GA Plan Roof Level
RD001-FCB-XX-ZZ-DR-A-0700 P01	Section A-A
RD001-FCB-XX-ZZ-DR-A-0701 P01	Section B-B
RD001-FCB-XX-ZZ-DR-A-0702 P01	Section C-C
RD001-FCB-XX-ZZ-DR-A-0703 P01	Section D-D
RD001-FCB-XX-ZZ-DR-A-0704 P01	Section E-E
RD001-FCB-XX-ZZ-DR-A-0705 P01	Section F-F
RD001-FCB-XX-ZZ-DR-A-0800 P02	West Elevation
RD001-FCB-XX-ZZ-DR-A-0801 P02	North Elevation
RD001-FCB-XX-ZZ-DR-A-0802 P02	East Elevation
RD001-FCB-XX-ZZ-DR-A-0803 P02	South Elevation
RD001-FCB-XX-ZZ-DR-A-0850 P01	West Elevation Bay Study
RD001-FCB-XX-ZZ-DR-A-0851 P01	North Elevation Bay Study
RD001-FCB-XX-ZZ-DR-A-0852 P01	East Elevation Bay Study
RD001-FCB-XX-ZZ-DR-A-0853 P01	South Elevation Bay Study
RD001-GRA-XX-XX-DR-L-131 Rev 02	General Arrangement Section 1 & Section
2 - East & West boundary	
RD001-GRA-XX-XX-DR-L-132 Rev 02	General Arrangement Section 3 & Section
4 - North & South boundary	
2024-01-10	Circulation Plan
A418-014 P3	Proposed Access Arrangements
120-TVSP-DRW-TPP-FP Rev 01	Tree Protection Plan – Overview
120-TVSP-DRW-TPP-FP Rev 01	Tree Protection Plan – 1
120-TVSP-DRW-TPP-FP Rev 01	Tree Protection Plan – 2
120-TVSP-DRW-TPP-FP Rev 01	Tree Protection Plan – 3
120-TVSP-DRW-TPP-FP Rev 01	Tree Protection Plan – 4

Design and Access Statement, Rev 9. 12.2.24  
Travel Plan, dated 23<sup>rd</sup> January 2024  
Construction Environmental Management Plan, dated 23<sup>rd</sup> January 2024  
Transport Assessment, dated 23<sup>rd</sup> January 2024  
Drainage Strategy, Rev P04, 22<sup>nd</sup> January 2024  
Sustainability Statement Rev 3.1, 19<sup>th</sup> January 2024  
Energy Statement, Rev P01, 21<sup>st</sup> February 2024  
Ecological Impact Assessment, 16<sup>th</sup> November 2023  
Arboricultural Impact Assessment, Rev 2, 19<sup>th</sup> October 2023  
Waste Strategy, June 2023

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 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 spine road (subject to application ref: 232995) have been submitted to the Local Planning Authority. This shall outline a programme of works for the spine road 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 15:00 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.*

### **Materials**

5. With the exception of earthworks to accommodate the main foundations for the building, / base course of the car parking areas and internal access roads, Prior to development above slab level, samples and details of the materials to be used in the construction of the external surfaces of the building/s and the perimeter fencing / security gates shall have first been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the so-approved details.

*Reason: To ensure that the external appearance of the building is satisfactory. Relevant policy: Core Strategy policies CP1 and CP3.*

6. Prior to the relevant cladding works taking place, details of the motif or form of detailing on the front outcrop of the building as identified on plan ref: RD001-FCB-XX-ZZ-SK-A-0384 -Elevations with artistic cladding pattern – Sketch shall be submitted for approval by the Local Planning Authority. Development shall be carried out in accordance with the so-approved.

### **Public Art**

7. Prior to development above slab level the applicant shall submit for approval to the Local Planning Authority, a Consultation Strategy to inform a Public Art Strategy. The Consultation Strategy shall include details for community engagement to help inform the design of a public art commission to be located within the public realm of the building.

Within 3 months of the final community engagement event, the Public Art Strategy shall be submitted for approval to the Local Planning Authority. This shall include details of how the Consultation Strategy has informed the detailed design of the artwork commission. The Public Art Strategy shall include details of the following:

- a) The nature of the artwork
- b) Number of pieces
- c) Location of the public artwork to be defined on a plan
- d) Procurement and commissioning
- e) Phasing of delivery

The Public Art Strategy shall be implemented as approved and artwork installed prior to occupation of the facility and retained on site in perpetuity or for as long as the facility occupies the site, unless otherwise agreed in writing by the Local Planning Authority through further details to be submitted under this condition.

*Reason: To support the character and appeal of the site. Relevant policy: Core Strategy CP1, Wokingham Borough Design Guide Supplementary Planning Document.*

### **Highways**

8. Prior to commencement of development of the main building (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 development of the main building and shall be maintained to a suitable standard for the entire building phase. Within six months of the delivery of an alternative route to the site via the spine road or six months from first occupation of the building (whichever the sooner), the haul route shall be removed from site together with any aggregates used for its construction and the land shall be restored to its former 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.*

9. 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 and 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 signage 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 occupation 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.
10. The approved Construction Environmental Management Plan (CEMP) (Abbey Letchford partnership Ltd, Reference A392-R004/E dated 22<sup>nd</sup> January 2024) that was submitted with the application shall be implemented in full. 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*

11. Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction and surface water drainage 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 before first use of the building 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.*

12. No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details. The parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

*Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

13. No building shall be occupied until secure and covered parking for cycles has been provided in accordance with the approved drawing(s)/details. The cycle parking/storage shall be permanently so-retained for the parking of bicycles and used for no other purpose.

*Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

14. No building shall be occupied until the access has 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.*

15. The development shall not be occupied until a Delivery and Servicing Plan has been submitted and approved in writing by local planning authority for the Natural History Museum Facility. The Delivery and Servicing Plan will be implemented as approved and thereafter maintained

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

16. With the exception of groundworks, prior to commencement of development to set out the main car parking areas, hereby permitted, details for electric vehicle charging points serving the development shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be implemented in accordance with such details as may be approved before any part of development hereby permitted is first brought into use and shall be permanently retained in the approved form for the charging of electric vehicles and used for no other purpose.

*Reason: To ensure that sufficient dedicated electric vehicle charging facilities are provided to encourage the use of sustainable modes of travel. In accordance with NPPF Section 9 (Promoting Sustainable Transport), WBC Climate Emergency Action Plan, WBC Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.*

17. The secondary access to the site on the eastern boundary as shown on plan reference RD001-FCB-XX-RF-DR-A-0102 Rev P02 shall only be used for vehicles 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.*

18. No part of the development shall be occupied until the approved travel plan (ref Travel Plan (Abbey Letchford Partnership Ltd, Reference A418-R003/E dated 22nd January 2024) shall be implemented upon occupation of the building. The travel plan shall be maintained and reviewed as approved.

*Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policy CP6.*

### **Drainage**

19. The development shall be undertaken in accordance with the Ramboll drainage strategy report 0001 P04 dated 22/01/2024. The measures shall be implemented and delivered in full prior to the first occupation of the development 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**

20. 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**

21.

- a) No development or other operation shall commence on site until the tree protection measures approved within the approved Arboricultural Implications Report (dated: 11.10.23, ref:120-TVSP-DRW-AIP-FP Rev 01 and plan ref: 120-TVSP-DRW-TTP-FP Plan 1 - 4) 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*

22. Prior to occupation of the building full details of both hard and soft landscape works 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) hard landscaping materials including samples;
  - g) minor artefacts and structures (e.g. street furniture, refuse or other storage units, signs, external services) including specifications for the product and its installation;
  - h) specification for tree rooting systems and use of structural soils under paving or where rooting volumes are limited;
  - i) all boundary treatments, and other means of enclosure or controlling access such as gates, bollards and vehicle restraint systems, which shall include consideration of ecological permeability;
- ii) 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*

23. Prior to the occupation of the building hereby approved, a landscape management plan for entire site (as defined on the submitted application site plan ref: RD001-FCB-XX-XX-DR-A-0102 P02:), 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*

24. 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**

25. A) No development shall 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, and
6. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI

B) 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 Part A of this condition 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.*

### **Community engagement:**

26. Prior to operation hereby approved, a Community Engagement Strategy reflecting the principles set out within the Planning Statement and amplified within doc ref: Community Engagement at Thames Valley Science Park January 2024 shall be submitted for approval by the Local Planning Authority. The Community Engagement Strategy shall include evidence of engagement with local schools, groups, Shinfield Parish Council and Wokingham Borough Council. The Strategy shall be reviewed and updated every five years.

*Reason: The community benefits weigh strongly in favour of supporting the proposed development outside of developments limits which otherwise may be considered inappropriate and these need to be delivered. Relevant Planning Policy NPPF*

### **Community use of amenity space**

27. The use of the land to the front and rear of the building as depicted on plan ref RD001-GRA-XX-XX-DR-L-112 Rev 01 within the areas of land or adjacent to these defined as Natural Pond, Woodland Fruit Forrest and Meadow shall be available for use by the public everyday between the hours of 7 am and 7pm or dusk whichever is the earlier or any longer period as governed by the occupant of the building.

*Reason: Some weight has been applied for the community use of these areas within the planning balance to justify the development in the countryside. In accordance with policies CP1 and CP11.*

### **Sustainability**

28. The development shall be undertaken in accordance with the principles outlined in the approved sustainability statement prepared by MACE Revision 3.1 dated 19<sup>th</sup> January 2024:.. The measures shall be installed and operational prior to the occupation of the building.

*Reason: The sustainability objectives weigh in favour for supporting the development and to reduce the environmental impact of the facility. Relevant policy CP1 and CP3 of the Core Strategy CC05 and CCO4 of the MDD DPD and the Sustainable Design and Construction SPD*

### **Ecology**

29. Prior to development above slab level 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 for 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) for 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*

30. Prior to development above slab level, a badger mitigation strategy to include details of how badger access can be provided through the security fence, shall be submitted to and approved by the local planning authority. The measures specified within the approved mitigation strategy shall be implemented in full unless otherwise agree by the local planning authority in writing.

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

### **Thames Water**

31. No development shall be occupied until confirmation has been provided that either:-

1. Foul water Capacity exists off site to serve the development, or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

*Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. Relevant Policy CP1, CP3 and CP4 of the Core Strategy.*

32. No development shall be occupied until confirmation has been provided that either:  
- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

*Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. Relevant Policy CP1, CP3 and CP4 of the Core Strategy.*

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

11. The developer is advised that there is a high pressure pipeline within the vicinity of the site and to contact Southern Gas Networks prior to the commencement of development as set out in the letter to the applicants planning agent dated 20<sup>th</sup> of February 2024. 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.

#### Fire and rescue

17. Please refer to the information provided by Royal Berkshire Fire and Rescue dated 8<sup>th</sup> December 2023. If a further copy is required, please contact Royal Berkshire Fire and Rescue or the Local Planning Authority.

#### Utilities

18. Please refer to the information provided by Scottish and Southern Electric Networks dated 23<sup>rd</sup> November 2023. If a further copy is required, please contact the undertaker or the Local Planning Authority.

19. 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. Personal permission for the Natural History Museum for the use of the facility (excluding any community areas)
  - ii. Sustainable transport contributions
  - iii. Employment Skills Plan contributions and / or delivery of a bespoke Employment Skills Plan

- iv. Biodiversity Net Gain of 20% either through on or off site provision or a combination of both on and off site provision
- v. Pre development condition survey of Cutbush Lane East and delivery of any post construction remediation if required
- vi. Safeguarding the highway corridor land within the red line boundary (to be agreed on a safeguarding plan)

*Administrative clauses:*

- vii. Section 106 Monitoring fee being the amount of reasonable fees in monitoring the performance and discharge of the Section 106 obligations,
- viii. The Council's reasonable legal fees in relation to the completion of the Section 106 agreement (whether or not the matter goes to completion),
- ix. 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.



## APPENDIX 2 - Parish Council Comments

PLANNING REF : 232833  
PROPERTY ADDRESS : School Green Centre  
: School Green, Shinfield  
: RG2 9EH  
SUBMITTED BY : Bruce Winton  
DATE SUBMITTED : 11/01/2024

### COMMENTS:

potentially be seen as a precedent for further developments outside the SDL limits.

? The development was not compatible with SPC's Neighbourhood Development Plan as it involved building on an area of countryside  
? If this building did not have the cachet of the National History Museum's name and reputation attached to it, it would be rejected as simply being a warehouse

? There was little apparent benefit to the parish in terms of employment opportunities (with any jobs tending to be for lower paid staff)

Approval should only be given if the following conditions are included

? The Community Engagement Strategy referred to in Appendix B to the Planning Statement should result in a meaningful long-term programme of community outreach with a direct benefit to parish residents including physical access to information and exhibits.

o While this may not be deliverable in the proposed building there should be some physical delivery within the parish both for students and the general population.

o SPC would like to be directly engaged in the development of such a strategy/outreach programme.

o There should be no occupation of the building until the strategy/outreach programme is in place

? Any approval must be alongside the approval of PA 232995 which is intended to improve access to the area including for pedestrians and cyclists.

? Approval of PA 232833 should include

o Improving pedestrian and cycling paths/links with Lower Earley Way

o A meaningful contribution towards the funding and sustainability of bus services 3 and 600

? Tight control over the construction traffic to the site and then the subsequent large number of vehicles necessary to transport artefacts to the site

o The traffic management plan should ensure robust controls to keep the disruption to residents to a minimum and to ensure that safe access is maintained for pedestrians, cyclists and other users of the affected area

Submitted by the Clerk on behalf of Shinfield Parish Council  
Shinfield Parish Council objects to this planning application for the following reasons:

? The development is outside the areas of the SDL. This could

This page is intentionally left blank