

Agenda Item 125.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
163609	16	Shinfield	Shinfield South	Major

Applicant University of Reading
Location Thames Valley Science Park, Land to East of Shinfield Eastern Relief Road and North of Cutbush Lane **Postcode**

Proposal Outline planning application for Phase 2 of the Thames Valley Science Park comprising up to 57,110 sqm research and development and innovation floor space (with occupancy restricted by a Gateway policy) inclusive of up to 5,711 sqm of amenity and supporting uses and an energy centre (all matters reserved except access to the site).

Type Major
PS Category 002
Officer David Smith

FOR CONSIDERATION BY Planning Committee on 26th April 2017
REPORT PREPARED BY Head of Development Management and Regulatory Services

SUMMARY

The application site is situated to the south of the M4 motorway, between junctions 10 and 11 and to the east of Shinfield.

Outline Planning Permission for Phase 1 of the Thames Valley Science Park was originally granted in May 2010. Phase 1 comprises of 18,850 sqm of floorspace and has secured Reserved Matters consents for phases 1a (the gateway building), 1b (the Cancer Treatment Centre) and the car park. Construction has commenced.

Planning permission is now sought in outline for Phase 2 of the Thames Valley Science Park – an extension to the development approved under Phase 1. Outline consent for an additional 57,110 sqm of floorspace is sought; with occupancy to be managed by a Park Director through the recommended condition and the Gateway Policy set out in the S106. Outline Planning Permission is sought, together with consent for detailed matters of access to the site. All other matters of detailed design (layout, appearance, scale, landscaping) are reserved so do not fall for consideration here.

Submitted parameter plans identify that the car park will be provided to the north of the site as an extension to the car parking approved under Phase 1. The building zone would extend the phase 1 building zone eastwards and would be inclusive of buildings ranging from single to five storeys in height.

A Science and Innovation Park is a cluster of knowledge-based businesses, where support and advice are supplied to assist in the growth of the companies. The Thames Valley Science Park (TVSP) is expressly promoted by Wokingham's current Development Plan Policies. It will deliver substantial public benefit both locally and for the wider region and is an integral part of Wokingham's development plan strategy for employment and economic growth.

The application is accompanied by parameter plans and a whole host of supporting documents which will set the context within which the detailed design of the individual phases will be brought forward. The submitted documents appropriately demonstrate that the quantum of floorspace proposed can be comfortably accommodated in a high quality development responsive to the design constraints of the site and local context.

Whilst the introduction of the TVSP will have inevitable localised impacts on the landscape character area, the development will be inclusive of a range of mitigation measures including considerable areas of woodland planting as part of the 'advance landscape planting strategy' on the southern and western extent of the site. Further landscape enhancement is also proposed, such as new hedgerow and hedgerow trees to field boundaries; together with the comprehensive landscaping that will be required around the buildings and in the parking areas. Subject to these provisions the quantum and scale of development shown on the parameter plans will integrate successfully into the underlying landscape character of the area.

The application site is sufficiently remote from neighbouring sensitive properties such that it need not cause harm to the amenities currently experienced by neighbouring residents. Conditions are proposed in this regard to safeguard neighbouring amenity.

The application is accompanied by supporting documents to demonstrate that the development will appropriately promote sustainable patterns of transport and that, in doing so, it will not impact unacceptably upon the function and safety of the highway network.

The application commits to targeting a BREEAM rating of 'Very Good' and will be inclusive of an energy strategy to achieve a minimum 10% reduction of carbon emissions against minimum Building Regulation standards. The final choice of technology will be made at a later date, as phases 1 and 2 of the Science Park become further developed and there is greater certainty about heat and electricity demands of the users.

In terms of surface water drainage, attenuation will be provided via sales and basins with discharge controlled by a hydro-brake at greenfield rates. The detailed drainage strategies for each parcel of development will be brought forward pursuant to the recommended conditions.

At the time of writing WBC's Ecology Officer was reviewing the overarching ecological strategy for the development to ensure it contains a sufficiently comprehensive approach to the ecological management of the site, such that detailed strategies and plans can be worked up as part of the subsequent Reserved Matters planning applications. Officers will up-date members on the evening of committee.

Having fully considered the submitted documents recommending officers consider that the development accords with adopted development plan policies and there are no material considerations of sufficient weight to dictate that the application should nevertheless be refused. This is a sustainable development that offers substantial public benefit in helping Wokingham Borough Council meet its development plan aspirations.

Officers therefore recommend that the application is approved, subject to the S106 planning obligations and conditions set out herein.

PLANNING STATUS

- Strategic Development Location (SDL)
- Thames Basin Heaths Special Protection Area 7km Zone
- Modest Development Location
- Proposed Site for Employment/Commercial Use
- Area of High Archaeological Potential

RECOMMENDATION

Approve, subject to the following S106 Planning Obligations and Conditions:

S106 Heads of Terms

- Operation of a 'Gateway Policy' – Restricting access to the Science Park to: 1) businesses that undertake research and/or develop new products or services that have an innovational or technology base or which uses technologies to develop innovative new products or services; and 2) support businesses and organisations (e.g. a café) – such policy to be managed by an appointed Park Director with assistance from an Advisory Group inclusive of an appropriate representative of the Council with responsibility for Business Development [arrangements as were initially secured against phase 1 of the Science Park];
- Implementation of a Travel Plan;
- Provision and operation of a Construction Employment Skills Plan (ESP) in relation to each sub phase of the development;
- Implementation of highways works to the access from the ERR only to be implemented if necessary and at the discretion of WBC;
- Contingency monies to be made available for use (if required) to sustain the bus service beyond 2027.
- If requested by WBC, to set up a Monitoring Panel to discuss and resolve problems arising from the construction.

Conditions

1. Reserved Matters:

- a) Approval of the details of the layout, scale, appearance and landscaping (hereinafter called "the reserved matters") for each sub phase of the development shall be obtained from the Local Planning Authority in writing before the relevant sub phase of the development is commenced.
- b) Each sub phase of development shall be begun before the expiration of two years from the date of the final approval of reserved matters pertaining to that sub phase of development.
- c) Application for approval of the reserved matters referred to in a) above and pertaining to the first sub phase of development shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.
- d) Application for approval of the reserved matters pertaining to the remaining sub phases of development shall thereafter be made to the Local Planning Authority before the expiration of twenty years from the date of this permission.

Reason: The delivery of the Science Park is an integral part of the Wokingham's development plan's employment strategy, both during and beyond the current plan

period. The circumstances of the development, particularly the scale and phased sequencing of the Science Park as a whole and the requirement to secure reserved matters for the first sub phase cognisant of what is being delivered in Phase 1 of the Science Park, is such that a more bespoke and flexible time table for implementation is required than would otherwise be prescribed under the Town and Country Planning Act 1990, as amended.

Approved Plans

2. This permission is in respect of Parameter Plan TVSP PH2-Ryder-00-ZZ-DR-A-1000 rev P2. Each application for reserved matters submitted pursuant to condition 1 of this decision notice shall need to broadly comply with the parameters hereby approved and, where appropriate, demonstrate compliance with the other conditions of this planning permission.

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.

Phasing

3. Prior to or concurrent with the submission of the first Reserved Matters application pursuant to condition 1 above, an Indicative Sub-Phasing Plan for the phased delivery of the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include the likely sequencing of delivery of the sub-phases of the development and details of the delivery and coordination of car parking, road, green and drainage infrastructure. Each Reserved Matters Planning Application thereafter shall be inclusive of a Phasing Strategy Statement which identifies the extent to which the relevant sub-phase will conform to the Indicative Sub-Phasing Strategy and, in the case of non-conformity, provide details of how the sub-phase will nevertheless contribute to a coordinated delivery of development and associated infrastructure to service the development.

Reason: To ensure a coordinated delivery of development and associated infrastructure to service the development.

4. Unless details of such have already been submitted to and approved by the Local Planning Authority, the Reserved Matters application(s) for buildings falling within the areas labelled +66m AOD (shaded light blue) and +60m AOD (shaded pink) on Drawing 1000 Rev P2 (Parameter Plan – Phase 2) shall include full details of the 'Landscape Structure' and the 'Ecological Mitigation Area' along the Cutbush Lane boundary of the site.

Reason: The building heights indicated on drawing 1000 Rev P2 are only acceptable in principle subject to the provision of substantial and extensive planting to provide visual screening along the Cutbush Lane boundary. Details of the landscaping will be integral to the Council's consideration of the detailed matters of appearance, layout and scale of buildings in the above mentioned areas.

Use

5. The premises shall be used only for purposes appropriate to the primary use of the site as a Science and Innovation Park, including research and development, laboratories and high tech together with ancillary and related uses and for no other purpose.

Reason: In order to ensure that the site is only used for purposes connected with the primary use of the site as a Science and Innovation Park in compliance with Policy CP16 of the Wokingham Core Strategy and Policy TB13 of the Managing Development Delivery Development Plan Document.

Design and Appearance

6. All applications for Reserved Matters approval shall be accompanied by a Design Statement which explains how the Reserved Matters proposals conform to the masterplanning principles set out in the Design and Access Statement (Ryder: third issue: 20 Dec 2016) and results in a high quality development that contributes to the character and appearance of the area.

Reason: In order to ensure that a high quality development is provided on the site and that individual phases of development pay sufficient regard to the overall aspirations of the phase 2 masterplan and do not prejudice the overall design quality of the development in accordance with Core Strategy Policies CP3 and CP16.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no overhead wire cables or other form of overhead servicing shall be placed over or used in the development of the application site or subsequently.

Reason: To ensure that the external appearance of the buildings and hard surfaced areas is satisfactory. Relevant Policy: Policies CP3, CP9, CP11 and CP16 of the Wokingham Core Strategy and Policy TB21 of the Managing Development Delivery Development Plan Document.

Lighting

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

Reason: To safeguard visual amenities. Relevant Policy: Policy CP1, CP3 and CP7 of the Wokingham Core Strategy and Policies CC03, TB21 and TB23 of the Managing Development Delivery Development Plan Document.

Levels

9. The Reserved Matters applications submitted pursuant to condition 1 of this planning permission shall be inclusive of a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and intended finished ground levels and finished floor levels for the particular sub phase.

Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant Policies: Policies CP1 and CP3 of the Wokingham Core Strategy and Policy TB21 of the Managing Development Delivery Development Plan Document.

Access, Parking and Servicing

10. No access to the Science and Innovation Park shall be taken at any time from Cutbush Lane, other than for pedestrians, cyclists and emergency vehicles.

Reason: In the interests of highway safety and convenience. Relevant Policies: Wokingham Core Strategy CP6.

11. No part of any building of the development hereby approved shall be occupied until on-site car, motorcycle and cycle parking and vehicle turning spaces serving that

building has been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority as part of the relevant Reserved Matters application. Thereafter the car, motorcycle and cycle parking shall not be used for any other purpose other than parking and the turning space shall not be used for any other purpose other than turning.

Reason: To ensure a satisfactory form of development, to avoid adverse impact on the public highway in the interests of highway safety and to ensure bicycle parking facilities are provided so as to encourage use of sustainable modes of travel – Core Strategy Policies CP1, CP3 and CP16 and Managing Development Delivery DPD Policies CC07 and TB13.

12. No occupation of any building part of the development hereby approved shall commence until such time as a parking management plan relating to users of that building has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the access arrangements into the parking areas; details of enforcement; details of the provision and operational management of Electric Vehicle Charging Points (EVCPs); and a mechanism to ensure that the supply and demand of the blue badge bays are regularly monitored and the provision reviewed to ensure that provision equates to the demand from disabled visitors. Thereafter, the car parking shall be managed in accordance with the details set out in the approved parking management plan.

Reason: To ensure appropriate management of the car parking at the site - Core strategy Policy CP3 and Managing Development Delivery Development Plan Document Policy CC07.

13. No occupation of any building part of the development hereby approved shall occur until a Delivery and Servicing Management Plan for the relevant building has been submitted to and approved in writing by the local planning authority. The measures approved in the Plan shall be implemented prior to the relevant uses commencing and shall be so maintained for the duration of the relevant uses.

Reason: To avoid hazard and obstruction being caused to users of the public highway and public spaces of the development Core strategy Policy CP3 and Managing Development Delivery Development Plan Document Policies CC07 and TB20.

14. The Reserved Matters application(s) for each sub phase of the development shall include a Bus Strategy which sets out the provisions to be made to accommodate bus services serving users of the buildings of that sub phase of development.

Reason: To ensure provision is made for bus services so as to promote and facilitate more sustainable patterns of travel to and from the site.

Sustainable Design and Construction

15. The development hereby approved shall target a BREEAM rating of 'Very Good'. Prior to the commencement of building works pertaining to any sub phase of the development, a full BREEAM pre-assessment for that sub phase shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, no later than 6 months following the substantial completion of the development, verification that the development has achieved the BREEAM rating of 'Very Good' shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure sustainable design and construction. Relevant Policies: Core Strategy policy CP1, Managing Development Delivery (MDD) document Policies CC04 and CC05.

16. The development hereby approved shall be constructed in accordance with the overarching principles set out in the Energy and Sustainability Statement hereby approved (AECOM: December 2016). The Reserved Matters application(s) submitted pursuant to condition 1 of this planning permission shall be inclusive of a detailed Energy and Sustainability Scheme pertaining to the particular sub phase of development which demonstrates how the individual sub phase will achieve (or contribute to) the site wide carbon reductions set out in the Energy and Sustainability Statement.

Reason: To ensure sustainable design and construction. Relevant Policies: Core Strategy policy CP1, Managing Development Delivery (MDD) document Policies CC04 and CC05.

Construction Management

17. No development shall commencement on a sub-phase of the development hereby permitted until such time as a Construction Environmental Management Plan (CEMP) in respect of that sub-phase has been submitted to and approved in writing by the Local Planning Authority. Construction of each sub-phase of the development shall not be carried out otherwise than in accordance with the relevant approved CEMP. The CEMP(s) shall include the following matters:

- i) a construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials;
- iv) a construction traffic management plan including measures for traffic management and a programme of works / phasing / lorry routing including temporary signage and potential construction vehicle numbers;
- v) piling techniques including types of piling rig and earth moving machinery;
- vi) provision of boundary hoarding;
- vii) protection of the aquatic environment in terms of water quantity and quality;
- viii) details of proposed means of dust suppression, and mitigation measures for noise, vibration and odour;
- ix) details of measures to prevent mud from vehicles leaving the site during construction;
- x) details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
- xi) lighting on site during construction (including temporary);
- xii) measures to ensure no on site fires during construction;
- xiii) details of the haul routes to be used to access the development;
- xiv) demolition protocol including details of how to deal with asbestos. This shall include an Asbestos Management Report providing details of surveys, mitigation, and verification of asbestos management, and as appropriate, provision of contingency surveys, mitigation and verification to be adopted during the construction phase;
- xv) details of the temporary surface water management measures to be provided during the construction phase;
- xvi) details of the excavation of materials and the subsurface construction methodology;
- xvii) implementation of the CEMP through an environmental management system;
- xviii) appointment of a Construction Liaison Officer; and

xix) monitoring and review mechanisms;

Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.

Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3 and CP6.

18. Work related to the construction of the development hereby granted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 08:00 am and 18:00 pm Monday to Friday and 08:00 am to 1.30 pm Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant Policies: Wokingham Core Strategy Policies CP1 and CP3

Neighbouring Amenity

19. Noise resulting from the use of plant, machinery or equipment relating to the use and operations of the development hereby approved shall not exceed a level of 5dB(A) below the existing background level (or 10dB(A) below if there is a particular tonal quality) when measured according to British Standard BS4142:2004, at a point one metre external to the nearest noise sensitive premises.

Reason: In the interests of protecting the local residents from unreasonable noise levels which would be detrimental to the residential character of the area – Core Strategy Policies CP3 and CP16 and Managing Development Delivery DPD Policy CC06.

Archaeology

20. No development on a sub-phase of development shall take place until the applicant, or their agents or their successors in title, has secured and implemented a programme of archaeological work in relation to the particular sub-phase in accordance with a written scheme of investigation, which has first been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.

Reason: To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough - Policy TB24 of the MDD DPD.

Contamination

21. Each Reserved Matters application shall be accompanied with details of a scheme to deal with potential contamination of the site which shall need to be subject to approval in writing by the Local Planning Authority. The scheme shall include an investigation and assessment to identify the extent of any contamination and the measures to be taken to avoid risk when the site is developed. No building shall be occupied until the measures have been carried out and a validation report for the relevant building works has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure any contamination of the site is remedied and to protect existing/proposed occupants of the application site and/or adjacent land. Relevant

Policy: Wokingham Core Strategy CP1.

22. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the reasonable satisfaction of the Local Planning Authority. If no contamination is encountered during the development correspondence confirming this fact shall be submitted to the LPA upon completion of the development.

Reason: To ensure that the development does not impact unacceptably upon existing ground conditions, geology, hydrology and hydrogeology of the site and surrounding area – Core Strategy Policies CP1 and CP3.

Drainage

23. The development hereby approved shall be constructed in accordance with the Flood Risk Assessment hereby approved (WSP Flood Risk Assessment 70016704). No construction on a sub phase of the development shall take place until full details of the drainage system for that sub phase have been submitted to and approved in writing by the Local Planning Authority. The details shall include:

- Results of intrusive ground investigation demonstrating seasonal high groundwater levels for the site and infiltration rates in accordance with BRE365.
- Demonstration that the base of SuDS features are at least 1m above seasonal groundwater level.
- Full calculations demonstrating the capacity of attenuation features to cater for 1 in 100 year flood event with a 40% allowance for climate change with runoff controlled at Greenfield rates, or better.
- Calculations demonstrating that there will be no flooding of pipes for events up to and including the 1 in 100 year flood event with a 40% allowance for climate change.
- A drainage strategy plan for the proposed development, including pipe details with invert levels.
- A maintenance arrangement for the SuDS features throughout the lifetime of the development.
- An agreement with the utilities provider that their system can cope with foul flows from this development.

This is to prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 10 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

24. No development shall commence until such time as a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient

capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Relevant Policies Policy CP1 of the Wokingham Core Strategy and Managing Development Delivery Development Plan Document Policies CC09 and CC10.

25. Development should not be commenced until Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand. Relevant Policies Policy CP1 of the Wokingham Core Strategy and Managing Development Delivery Development Plan Document Policies CC09 and CC10.

Ecology

26. Condition required to secure either: i) an overarching Ecological Mitigation Strategy for the site prior to the submission of the first reserved matters application and detailed ecological mitigations strategies and Environmental Management Plans with each of the Reserved Matters applications thereafter; or ii) detailed ecological mitigations strategies and Environmental Management Plans with each of the Reserved Matters applications, in general compliance with the currently submitted Ecological Strategy Report.

[NOTE: Wording of condition will be provided via an 'officer up-date' once WBC's Ecology Officer has had chance to review the submitted Ecological Strategy Report and confirm acceptance, or not, of that document as currently drafted.]

Access

27. The access to the site hereby approved shall only be constructed in accordance with the details of such shown on drawing A102-005 P2, unless otherwise approved in writing by 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.

28. Notwithstanding the details shown on the approved drawings, no construction of the additional left turn lane accessing the development (as shown on drawing A102-005 P2) shall commence until such time as details of the replanting and regrading of the bund effected by the works, including a timetable for implementation, have been submitted to and approved in writing by the Local Planning Authority. The works of replanting and regrading as approved shall thereafter be implemented in accordance with the approved timetable for implementation.

Reason: To ensure an appropriate quality of development at this important approach to the development.

Informatives

1. This decision letter does not convey an approval or consent which may be required under any enactment, by-law, order or regulation, other than Section 57 of the Town and Country Planning Act 1990.

2. The Planning Permission the subject of this decision notice is also subject to a S106 agreement; the requirements of which shall need to be executed by the developer in accordance with the requirements set out therein.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. Landscaping - The details of landscaping to be submitted pursuant to condition 1 of this planning permission should be inclusive of proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details should include a planting plan, specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants (noting species, planting sizes and proposed numbers/densities where appropriate), and an implementation timetable.
9. Impact on M4 - Depending on detailed design of layout and landscaping, headlights within the proposed car park could have the potential to dazzle users of the M4. The development shall need to be designed to prevent such occurrences; matters which shall need to be considered by the LPA (in consultation with Highways England) during the determination of the Reserved Matters application(s) for the relevant sub phases.

10. Surface Water Drainage - Thames Water advise that with regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

PLANNING HISTORY

O/2009/1027	Outline Planning Permission for phase 1 of the development of Science & Innovation Park (all matters except Access were reserved) plus Full Planning Permission for the construction of access road, foot and cycle ways, M4 overbridge and associated works - APPROVED on 27 th May 2010.
RM/2015/0630 / 151988	Reserved Matters for the development of phase 1A of the Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – APPROVED 26 th August 2015
152330	Application to extend the implementation date of planning consent O/2009/1027 (dated 27/05/2010) for a further 5 years – APPROVED 22 nd October 2015. [Officer Note: The grant of permission 152330 had the effect of granting a new planning permission for the development – the 'extant outline consent'].
162841	Reserved Matters in relation to the development of Phase 1b of the proposed Thames Valley Science Park (TVSP) for a new cancer treatment centre, all associated landscaping, access and ancillary works – APPROVED 8 TH December 2016.
162818	Reserved Matters application for the car park for phase 1 of the Science Park – APPROVED 8 TH December 2016.
160011	Full planning permission for the Eastern Relief Road. [Officer Note: The Eastern Relief Road is being constructed pursuant to planning permission 160011. This planning permission and the Eastern Relief Road being constructed pursuant to it supersedes the full planning permission for the access road, M4 overbridge etc. approved under hybrid application O/2009/1027.]

SUMMARY INFORMATION**For Commercial**

Site Area	12.1ha
Previous land use(s)	Agricultural
Proposed floorspace of each use(s)	57,110 sqm
Number of jobs created	Circa 4,000
Proposed parking spaces	Circa 1,900

CONSULTATION RESPONSES [Officer comment in brackets]**WBC Consultees**

WBC Planning Policy	Advises that “the proposal is supported by the development plan and would support the Borough’s wider employment aspirations and the specific vision to develop a hi-tech facility to improve the Borough’s skills and knowledge base”.
WBC Flood Risk & Drainage	No objection, subject to condition [as included]
Berkshire Archaeology	No objection, subject to condition [as included]
WBC Highways	No objection, subject to conditions and S106 provisions [as included]
WBC Trees and Landscaping	No in principle objection, but would like to see more detail on the structure planting [matters which will need to be presented in the Reserved Matters application]
WBC Ecology	No in principle objection. At the time of writing was reviewing the submitted Ecological Mitigation Strategy.
WBC Public Rights of Way	No objection
WBC Conservation	No objection

External

Highways England	No objection, subject to the development not causing harm to the function and safety of the M4 through headlights within the proposed car park dazzling users of the M4. [These matters will need to be evidenced and considered during the determination of the RM applications - see informative].
SGN	There is a high pressure gas pipeline in the vicinity of the proposed development. No objection is raised to the development; but guidance is provided.
Thames Water	No objection, subject to conditions [as included].
Historic England	No comment
Natural England	No objection
Royal Berkshire Fire and Rescue	No objection

Neighbouring Councils

Reading Borough Council	Raise an objection to the proposal for the following reasons: - Concerns over the transport impacts for the transport network in Reading Borough arising from the high levels of parking proposed
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and the lack of provision for access by alternative modes of transport, in particular a frequent bus service to the site;

- Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading; and
- The proposed development is unlikely to function or operate in a sustainable manner, taking account of the predicted generation of vehicular traffic and the site's relatively remote location, which is poorly served by public transport links and pedestrian/cycle routes.

[Officer Comment: See transport section of this recommendation report. Officers are satisfied with the level of assessment undertaken and are satisfied that subject to the implementation of the South of M4 Bus Strategy the site will be appropriately served by public transport to mitigate the wider impacts of the development upon the highway network].

LOCAL REPRESENTATIONS

Letters were sent to over 200 neighbouring property addresses in the vicinity of the site. The application was also advertised by way of site notice and press advert.

At the time of writing no representations have been received from local residents in respect to the application.

At the time of writing no representations have been received from local Councillors.

Shinfield Parish Council:

Requests that the boundary treatments to the site be more appropriate, and in keeping with the existing surrounds of the Loddon Valley. The site is currently very visually dominant from a number of local vantage points, and Shinfield Parish Council believes that the boundary treatment on the southern edge of the site should be more substantial (taller and denser). Whilst the Parish Council recognises that this site will never be 'in keeping' with its neighbouring surroundings, the site could be made more discreet from within the village, whilst maintaining a more prominent visual advantage from the M4.

[Officer Note: Recommending officers consider that the parameter plans and associated submissions include sufficient commitment to boundary planting along the Cutbush Lane (southern) boundary to mitigate the visual impacts of the development upon the local landscape character; detailed matters of which shall need to follow with the relevant Reserved Matters planning applications.]

PLANNING POLICY

National Policy

National Planning Policy Framework 2012
Technical Guidance to the National Planning Policy Framework 2012

Wokingham Borough Core Strategy policies:

- CP1 - Sustainable Development
- CP3 - General Development Principles
- CP4 - Infrastructure Requirements
- CP6 - Managing Travel Demand
- CP7 - Biodiversity
- CP9 - Scale and Location of Development Proposals
- CP10 - Improvements to the Strategic Transport Network
- CP11 - Proposals outside Development Limits (including countryside)
- CP15 – Employment Development
- CP16 – Science Park
- CP19 – South of M4 Strategic Development Location

Appendix 7 – Additional Guidance for the Development of Strategic Development Locations

Managing Development Delivery Document (Local Plan) (adopted February 2014)

- 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
- CC09 - Development and Flood Risk (from all sources)
- CC10 - Sustainable Drainage
- TB12 – Employment Skills Plan
- TB13 – Science and Innovation Park
- TB20 – Service Arrangements and Deliveries for Employment and Retail Use
- TB21 - Landscape Character
- TB23 - Biodiversity and Development
- TB24 – Designated Heritage Assets (Listed Buildings, Historic Parks and Gardens, Scheduled Ancient Monuments and Conservation Areas)
- TB25 - Archaeology
- SAL07 – Sites within Development Limits allocated for employment/commercial development

Supplementary Planning Documents

- South of M4 Strategic Development Location Supplementary Planning Document (October 2011)
- Wokingham Borough Design Supplementary Planning Document (2012)
- Sustainable Design and Construction Supplementary Planning Document (28 May 2010)

The Council's parking standards as set out within appendix 2 of the Managing Development Delivery Local Plan and referred to in para 4.38 of the Core Strategy.

Other Documents

- Shinfield Parish Neighbourhood Plan

PLANNING ISSUES

Application Site

1. The application site is situated to the south of the M4 motorway, between junctions 10 and 11. The village of Shinfield is located approximately 0.5km to the south west.
2. The phase 2 site lies immediately to the east of phase 1 of the Science Park; which itself lies immediately to the east of the newly constructed Eastern Relief Road which will provide direct access from a roundabout junction. Phase 1 of the Science Park is currently under construction.
3. The north of the site is bounded by the M4 motorway, and the south east of the site by Cutbush Lane. The application site is mostly open arable farmland, with mature trees to the boundaries. The main access to the site will be via the new Shinfield Eastern Relief Road to the west of the site. There is also an existing access direct to/from Cutbush Lane.
4. Cutbush House, a former farmhouse of 16th century origin, and its adjoining former barn (now converted to domestic use and known as Badger Cottage) are Grade II listed buildings, located on the same side of Cutbush Lane as the application site. These are visually screened from the site by woodland.
5. The application site for this phase 2 part of the development covers an area of approximately 12.1 Ha. The site is wholly under the applicant's ownership, having previously been part of its horticultural research unit.

Development Proposals

6. Outline Planning Permission for Phase 1 of the Thames Valley Science Park was originally granted in May 2010. Phase 1 comprises of 18,850 sqm of floorspace and has secured Reserved Matters consents for phases 1a (the gateway building), 1b (the Cancer Treatment Centre) and the car park. Construction has commenced.
7. Planning permission is now sought in outline for Phase 2 of the Thames Valley Science Park – an extension to the development approved under Phase 1. Outline consent for an additional 57,110 sqm of floorspace is sought; with occupancy to be managed by a Park Director through the recommended condition and the Gateway Policy set out in the S106.
8. Outline Planning Permission is sought, together with consent for detailed matters of access to the site. The application therefore seeks approval for the principle of the development in this location together with access arrangements from the newly constructed ERR and Cutbush Lane. All other matters of detailed design (layout, appearance, scale, landscaping) are reserved so do not fall for consideration here.
9. Submitted parameter plans identify that the car park will be provided to the north of the site as an extension to the car parking approved under Phase 1. The building zone would extend the phase 1 building zone eastwards and would be inclusive of buildings ranging from single to five storeys in height. The indicative masterplan submitted identifies that the development could potentially be delivered in 14 buildings (17 overall with what will come forward in Phase 1), although this will in all likelihood change over time as occupiers' needs are identified and detailed design is commenced. The parameter plans for which consent is sought would not preclude this flexibility.

Land Use

10. A Science and Innovation Park is a cluster of knowledge-based businesses, where support and advice are supplied to assist in the growth of the companies. In most instances, science parks are associated with a centre of technology such as a university or research institute; in this case it is linked to the University of Reading (the applicant). It is anticipated that the Thames Valley Science and Innovation Park will deliver 55,000sqm of employment floorspace by 2026. The Thames Valley Science Park (TVSP) is expressly promoted by Wokingham's current Development Plan Policies. It will deliver substantial public benefit both locally and for the wider region.
11. Core Strategy policy CP16 supports the provision of a Science Park south of the M4 to enhance the Borough's employment base by facilitating the expansion and diversification of the University of Reading in collaboration with the commercial sector. Further to this, MDD policy TB13 defines the boundary of the site and the fundamental principles relating to its further development following approval of phase 1. MDD policy SAL07 (*Sites within Development Limits allocated for employment/commercial development*) allocates the Science and Innovation Park for completion of 55,000sqm of employment floorspace by 2026; with additional development anticipated to continue beyond the plan period. The delivery of the Science Park is therefore an integral part of Wokingham's development plan strategy for employment and economic growth.
12. Locally the TVSP would enhance Wokingham Borough's employment base and would offer opportunities for the Borough's resident highly skilled and knowledgeable workforce. The TVSP is also integral to the sustainable development of the South of the M4 Strategic Development Location; which in its entirety will become a place where people can choose to live, work, shop and go to school in very close proximity, and can use alternatives to the car to get around. More widely the TVSP will play a key role in driving the region's knowledge economy, taking advantage of its location close to London and Heathrow and access to a first class regional transport infrastructure. Moreover, the TVSP will deliver a high quality, flagship development within the Wokingham Borough, at the heart of the Thames Valley that will encourage inward investment and a new commercial offering to the knowledge-economy markets in London, the Thames Valley and the South East.
13. Along with the previous Phase 1 permissions for this site, approval here would establish consent for an overall floorspace of 75,690 sqm. The applicant anticipates that the Phase 1 development of 18,580 sqm floorspace will be completed by 2020, while the Phase 2 development of 57,110 sqm (the subject of this application) will be completed by 2040. The development therefore will help secure additional employment floorspace beyond the current plan period.
14. In land use terms therefore, the principle and quantum of development in this location as an extension to the Phase 1 development is entirely supported by current Development Plan Policy.

Detailed Design

15. The application seeks outline planning permission with all matters of detailed design, other than access to the site, reserved until later consideration. Detailed

matters of layout, appearance, massing and landscaping are therefore not for consideration here. That said, the application is accompanied by parameter plans and a whole host of supporting documents which will set the context within which the detailed design of the individual phases will be brought forward.

16. The application is inclusive of a Design and Access Statement and an illustrative masterplan, which treats the Science Park as a single entity; cognisant of what has already been approved in phase 1 and presenting a comprehensive and coherent approach to the development of the remainder of the site. The indicative masterplan for the Science Park provides for a flexible layout with a strong central street running for the length of the development linking all of the buildings together through a series of three key character areas. These character areas are identified as the Collegiate Square (key character area A - included in Phase 1), the Civic Place (key character area B – provided at the centre/heart of the Science Park and acting as a pin wheel around which the development is orientated) and Cutbush Walk (key character area C – creating a vista looking down to a key feature building suspended on a colonnade over the wet pond at the lowest point of the site). It is anticipated that the buildings will all be orientated to present their main entrances onto the central street and key public spaces.
17. Phase 1 of the Science Park consists of a series of plots typically 20m wide arranged with gables fronting onto the ‘Collegiate Square’. The Gateway Building provides an entrance marker into the site and a strong frontage along the ‘Collegiate Square’.
18. The site massing principles presented within the masterplan for phase 2 follow those that were included in the original indicative masterplan presented with the outline planning application for phase 1. Within Phase 1 the Gateway building and amenity hub are contained within a three storey building affording enhanced prominence both at the site entrance and within the wider phased development. Buildings step down in height to two storeys immediately behind the Gateway building. Phase 2 is an extension to phase 1 and proposes that buildings step up to potentially five storeys in height at the heart of the site, providing visual prominence from the motorway and scale suitable to provide enclosure to the Civic Space. The remainder of the phase 2 development terraces down towards the eastern boundary finishing at two storeys closest to Cutbush Lane. Landscape structure planting and landscaped ecological mitigation planting is proposed along the eastern boundary; which will be necessary to ameliorate the impact of the scale of the development in this rural location.
19. Car parking for the development is shown to the north, between the new buildings and the M4 motorway. This is an extension of the arrangements of Phase 1. The masterplan does suggest the use of decked parking areas to accommodate more spaces and further consideration of this arrangement will be required at the time of the relevant Reserved Matters planning applications.
20. The masterplan suggests that generally the phase 2 buildings will be either concrete or steel framed with the external envelope consisting of engineered façade solutions with cladding and curtain walling systems. It is important to the applicant that a generic office block palette is not followed, but that a campus style of development is achieved where buildings and landscaping are designed to function together to encourage collaboration and invite interaction. Full details of appearance will need

to be presented for consideration at the time of the relevant Reserved Matters application.

21. Whilst detailed design is not presented here, the submitted documents nevertheless appropriately demonstrate that the quantum of floorspace proposed can be comfortably accommodated in a high quality development responsive to the design constraints of the site and local context.

Landscape and Visual Character

22. Policy TB21 of the MDD (*Landscape Character*) requires that proposals shall retain or enhance the condition, character and features that contribute to the landscape and policy TB23 of the MDD (*Biodiversity and Development*) requires that schemes demonstrate measures to enhance biodiversity.
23. The development of the TVSP introduces new large scale buildings into the existing settled and farmed landscape, with significant and inevitable localised impacts on the landscape character area. Wider landscape impacts however are not so significant because, whilst the TVSP will be visible from the M4, it will not be widely visible from other directions due to site levels and planting. So while the TVSP will have a significant presence on the main approaches, there will be distinct separation from Shinfield and minimal visibility from the rural Loddon Valley.
24. It must be remembered that this is an allocated site in the Development Plan and that during the allocation the LPA would have been cognisant of the urbanising nature of the development. Phase 1 of the Science Park has already secured planning permission in this context.
25. To mitigate the impacts of the built form on local landscape character, the development is inclusive of considerable areas of woodland planting as part of the 'advance landscape planting strategy' on the southern and western extent of the site. Substantial woodland planting is already approved as part of Phase 1, to the north of Cutbush Lane. Further landscape enhancement is also proposed, such as new hedgerow and hedgerow trees to field boundaries; together with the comprehensive landscaping that will be required around the buildings and in the parking areas. Subject to the provisions of these elements of green infrastructure, in accordance with full details and strategies that will need to be presented as part of the reserved matters planning applications, there is no reason to suggest that the quantum and scale of development shown on the parameter plans will not suitably integrate and appear proportionate to the underlying landscape character of the area.

Amenity Impact

26. Policy CP1 of the Core Strategy states that development should: 'Avoid areas where pollution (including noise) may impact the amenity of future occupiers' and policy CC06 of the MDD states that 'Proposals must demonstrate how they have addressed noise impacts to protect noise sensitive receptors'. Core Strategy Policy CP3 identifies that developments should be of an appropriate scale of activity, mass, layout, built form, height, materials and character and that they should avoid detriment to the amenities of adjoining land users.
27. The development would not be introducing of a use or uses inappropriate to this location. The use has already been established as acceptable under the

determination of the outline planning permission for phase 1 and is explicitly supported by way of the development plan allocation.

28. The development is sufficiently distant from all neighbouring properties such that it would not introduce unacceptable relationships of overlooking and loss of outlook, daylight or sunlight. The closest residential properties (Cutbush House and Badger Cottage) would be some 170m from the new gateway building of phase 1 and would be screened from the development by the existing mature woodland.
29. The application is accompanied by an Acoustic Report that evidences that noise breakout from the new building, including from roof plant, will not create a high noise impact at noise sensitive receptors in the area. The recommended condition will safeguard neighbouring properties in this regard.
30. Noise, disturbance and inconvenience during the construction period can be minimised as far as is reasonable through good practice and through the recommended conditions - including conditions which require construction management and restrict hours of construction. No further mitigation is considered necessary.
31. For the reasons set out above, in terms of its impact upon neighbouring residential amenity the development need not fail against the relevant policies of the Development Plan; namely Core Strategy Policies CP1 and CP3 and policy CC06 of the MDD DPD.

Transport and Highways

32. 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 new residential development should mitigate any adverse effects on the existing highway network. The NPPF advises, however, that development 'should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
33. The primary access to the site would be from a roundabout junction on the ERR. In accordance with the resolution made in respect to phase 1, the access from Cutbush Lane will be restricted to pedestrian, cycle and emergency vehicle access only.
34. ARCADY operational assessments, carried out in support of the application, indicate that the ERR site access junction as constructed for Phase 1 may not in time function satisfactorily in the AM peak hour. In response the applicant has included junction improvements in the application which would introduce a left turn only slip road on the ERR into the site of approximately 100m in length. The modelling, based on trip generations and forecasts, indicate that this may be required at occupation of approximately 50,000sqm of floorspace – which on current forecasts would be around 2026. Based on the traffic modelling, the new access arrangements would suitably improve the junction capacity to better accommodate the science park traffic.
35. The potential highway improvement scheme has however been identified based on analysis that utilises 'demand flows' (as opposed to actual flows) from the WSTM

model when the development is fully operational. These flows are considered unlikely to materialise given the forecasts assume unsuppressed conditions which ignore the effects of up-stream queuing. It is therefore recommended that whilst planning permission should be granted for the new access arrangements, the traffic situation in and around the Science Park should be monitored over time and the access improvements only delivered if proven necessary. Such matters would be secured under the S106. In addition, a condition is recommended to ensure the suitable re-grading and replanting of the existing access bund that would be affected by the works.

36. Wider afield, Reading Borough Council has raised concerns that the development will increase traffic flows on its network and that the full impact of such increased traffic flows have not been properly assessed in the Transport Statement. Given the site designation however, the site has been included in the WBC Strategic Transport Model (WSTM) and is similarly represented in the Reading Transport Model. All major developments within WBC and Reading BC which have been appraised using these traffic models have therefore allowed for trip generation from the TVSP, thereby ensuring that the future performance of the road networks have been appraised in a cumulative manner that allows for the allocated TVSP site.
37. The Phase 2 proposal for the Science Park would result in a total development quantum of 75,690sqm; which is higher than the 55,000sqm quantum originally allowed for within the WSTM. Notwithstanding, the WSTM assumes trip generation rates for the TVSP associated with B1(a) office use; whereas the gateway policy of the TVSP restricts the nature of the permitted use to that which exhibits lower trip generation. Specifically the WSTM allowed for the TVSP to generate 1,041 (AM) and 779 (PM) two way vehicle trips during the 2026 peak hours; whereas allowing for trip rates more appropriate to the Science Park users results in forecast trip generation figures of 984 (AM) and 833 (PM) two way vehicle movements when the TVSP is fully built out. The phase 2 proposals for the Science Park would therefore likely generate a similar level of vehicle trips to that which has always been allowed for within the WSTM.
38. The Transport Assessment includes the results of detailed junction assessments at locations where there would be a marked increase in vehicle movements resultant from the proposed development. It demonstrates that the junctions specifically assessed can accommodate the additional traffic. The effect of the development further afield would be less pronounced, given that the traffic would dissipate onto the surrounding networks. The assessment indicates that further afield, including routes in Reading BC, the development would not increase traffic by greater than 5% and hence would lie within the typical day-to-day variation of traffic flows. Whilst such increases below 5% do not automatically signify that a detrimental effect would not occur along the wider road network, the appropriate response to mitigating such potential impacts is to first employ measures that will act to reduce the level of vehicular trip generation associated with the development. In this instance that mitigation comprises a high quality public transport service linking the site (and wider SDL) to Reading and Wokingham town centres.
39. The application is accompanied by a framework travel plan to promote more sustainable patterns of travel to the site and reduce traffic impacts. A full travel plan would be secured via the S106 agreement.

40. The transport strategy for the Science Park is reliant upon the South of M4 public transport strategy to service the site. Phase two of the strategy will provide a 30 minute frequency from the site in September 2017. Phase 3 will be a 15 minute service operating as a clockwise and anticlockwise loop. At present the South of M4 bus strategy is expected to be funded until 2027; with no guarantee beyond this period. At the time of writing WBC Officers are in discussions about how the development can best support an ongoing bus service beyond 2027 in the event that funding is no longer available. Officers will up-date the Committee by way of an addendum item.
41. In addition, the bus stop location approved under Phase 1 of the development and shown on the Illustrative Masterplan is just 70m from the ERR access roundabout. If a bus is stopped at this location then there is only room for approximately 8 vehicles to wait before blocking the roundabout. This bus stop in this location therefore will unlikely be acceptable to support the full build out of the Science Park and an alternative location will likely need to be found. Such matters will need to be addressed as the detailed design of phase 2 is worked up and a condition is recommended to deal with this matter.
42. In terms of car parking, the masterplan indicatively includes a provision of 1 space per 30sqm, which would generally accord with WBC standards – albeit caution should be taken when applying the WBC standards to the bespoke nature of the TVSP. Details of parking and parking management, including cycle and motor cycle parking, will need to be provided and considered at the time of the relevant reserved matters planning applications; where greater certainty will be available about future occupiers. Conditions are recommended to deal with these matters.
43. Subject to the recommended conditions and S106 agreement, the development would accord with the relevant transport related policies of the development plan.

Sustainable Design and Construction

44. Core Strategy policy CP1 requires development to contribute towards the goal of achieving zero carbon developments by including on-site renewable energy generation and minimising energy and water consumption. The Managing Development Delivery (MDD) document Policy CC04 requires all non-residential developments of over 100 sqm to achieve the necessary mandatory Building Research Establishment Assessment Method (BREEAM) requirements. MDD policy CC05 (Renewable Energy) requires that non-residential schemes of over 1000 sqm gross floorspace should provide for a minimum 10% reduction in carbon emissions through on-site renewable energy or low carbon sources.
45. The application is accompanied by an 'Energy and Sustainability Statement'. The statement sets out a commitment to targeting a BREEAM rating of 'Very Good'.
46. The statement also identifies that the site will reduce energy demand below minimum Building Regulation requirements via energy efficiency measures (e.g. passive design, building fabric and improved efficiency of services plant and equipment), before applying low / zero carbon technologies (solar photovoltaic systems and/or district heating) to achieve a minimum 10% reduction as required by policy CC05. It is envisaged that the 10% emissions reduction will be achieved across the whole of the phase 2 development, but not necessarily on each building – i.e. some buildings could achieve a greater carbon reduction than others if that

was a more economically viable way of meeting the overall 10% reduction.

47. The final choice of technology will be made at a later date, as phases 1 and 2 of the Science Park become further developed and there is greater certainty about heat and electricity demands of the users. In this way the optimum design solution for reducing carbon emissions in line with the prescribed targets across the whole of Science Park can be delivered.
48. The recommended conditions will ensure that the development, as it is worked through the Reserved Matters applications, includes suitable commitment to sustainable design and construction in accordance with the relevant policies of the Development Plan.

Waste

49. A waste strategy has been submitted with the application, which takes into account the need to lessen overall impact of waste generation through prevention, minimisation, reuse and recycling. Detailed matters of waste management will need to be worked up as part of the detailed design on a phase by phase basis as and when greater understanding of future occupiers is known. A condition is recommended to this effect.

Noise and Air Quality

50. The application is accompanied by a Noise Report and an Air Quality Assessment. Given the lack of nearby sensitive receptors the reports conclude that the development will not give rise to any significant noise or air quality impacts; especially if mitigation measures are employed as will be the case through the construction management. A further condition is recommended to protect neighbouring residents from plant and machinery that may be used during the operations of the development.

Flooding and Drainage

51. The NPPF and Core Strategy policy CP1 seek to ensure that new development should avoid increasing and where possible reduce flood risk. MDD Policy CC09 seeks to locate vulnerable development away from areas at risk of flooding, and Policy CC10 seeks to reduce run-off rates and volumes to as near as greenfield as practicably possible.
52. The application site falls within in flood zone 1. In terms of the drainage strategy for the site, the Flood Risk Assessment (FRA) submitted with the application proposes swales and two hydraulically linked SuDS basins to the east of the development. Soakaway testing has been undertaken and identified that infiltration is not achievable at this site. The submitted FRA therefore proposes that attenuation will be provided via sales and basins with discharge controlled by a hydro-brake at greenfield rates.
53. The detailed drainage strategies for each parcel of development will be brought forward pursuant to the recommended conditions. The development therefore need not fail against Core Strategy Policy CP1 and MDD Policies CC09 and CC10 with regards to flooding and drainage.

Ecology

54. Core Strategy Policy CP7, carried forward by MDD LP Policy TB23, requires

appropriate protection of species and habitats of conservation value. Design Principle 1b (i-ii) is concerned with protection of ecological habitat and biodiversity features, together with mitigation of any impacts that do arise.

55. The application is accompanied by an Ecological Strategy Report for the site. The document is an overview of the mitigation measures drawn from the ES of the consented Outline scheme for Phase 1 but updated where necessary following update surveys, with the expectation that a more detailed Ecological Management Plan (EMP) will be provided as part of the Reserved Matters applications.
56. At present, the landscape does not support a high diversity of wildlife. Surveys conducted over a period of time have identified a small number of farmland birds using the arable fields, badger foraging and a small number of common bat species. The bats roost in trees along Pearman's Lane and in the woodland, and forage and commute along the boundary hedgerows.
57. The strategy details measures proposed to protect and enhance these ecological receptors, during construction and during the operational phase; including restricted working hours, fenced buffer zones, a lighting strategy to minimise impacts on bats during construction and buffers of natural habitat around retained features, wildlife corridors, wildlife friendly planting to enhance foraging for Badgers, bats and birds, and a sensitive lighting scheme to maintain dark corridors for bats.
58. At the time of writing WBC's Ecology Officer was reviewing the overarching strategy to ensure it contains a sufficiently comprehensive approach to the ecological management of the site, such that detailed strategies and plans can be worked up as part of the subsequent Reserved Matters planning applications. Officers will update members on the evening of committee.

Heritage Impacts

59. Policy TB24 of the MDD DPD sets out that the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings.
60. The TVSP, subject to the parameters proposed, would not have a detrimental impact upon the listed Cutbush House and Badger Cottage and their settings. The buildings on the Science Park as a whole are not in the immediate vicinity of the listed buildings (the gateway building of phase 1 is the closest at 170m) and are separated by mature and extensive woodland.
61. There are no other listed buildings, historic parks and gardens, scheduled ancient monuments or conservation areas within the vicinity of the site that would be materially affected by the development.
62. In terms of archaeology, there is a potential for buried remains to be present, in particular relating to the Romano- British, medieval and post-medieval periods. Therefore a geophysical survey followed by trial trenching to further evaluate the archaeological potential of the site is required. Further phases of field investigation may be required depending on the results of the trial trenching. A condition of consent is recommended to deal with this matter, as recommended by Berkshire Archaeology. Subject to the condition, the application need not fail against policy TB24 of the MDD DPD.

Land Contamination

63. The site is currently agricultural land. There is no current evidence to suggest that there will be contaminants at the site that would prejudice the delivery of the TVSP as proposed. Ground investigation will need to be undertaken prior to the proposed “cut and fill” earthworks to characterise ground conditions and test for relevant contaminative substances. The recommended conditions provide suitable control should contamination be found at the site.

Construction Skills Plans

64. In accordance with *Policy TB12 of the Wokingham Borough Council MDD*, the applicant has committed to the submission and operation of an ‘Employment Skills Plan’ for the constructional phases of the development. This would be secured via the S106 agreement. This document would specifically commit the developer to working with the relevant Council department to promote opportunities for local residents in the construction of the development. These provisions will promote opportunities for local people and are substantial residual benefits of the development.

CONCLUSION

The development accords with adopted development plan policies and there are no material considerations of sufficient weight to dictate that the application should nevertheless be refused. This is a sustainable development that offers substantial public benefit in helping Wokingham Borough Council meet its development plan aspirations.

Officers therefore recommend that the application is approved, subject to the S106 planning obligations and conditions listed above.

CONTACT DETAILS

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

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