

Agenda Item 79.

Application Number	Expiry Date	Parish	Ward
173287	13/03/18	Shinfield	Shinfield South;

Applicant	University of Reading
Site Address	Land north of Lane End Farm Cutbush Lane, Shinfield, Reading, RG2 9LH
Proposal	Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 (as extended under planning permission 152330) for the development of phase 1 of Thames Valley Science Park, comprising the construction of Building 2 of the Gateway Building and all associated landscaping and ancillary works, plus temporary car parking arrangements - Appearance, Landscaping, Layout and Scale to be considered.
Type	Reserved Matters
PS Category	PS2
Officer	Christopher Howard
Reason for determination by committee	Major application

FOR CONSIDERATION BY	Planning Committee on Wednesday, 14 February 2018
REPORT PREPARED BY	Assistant Director Delivery & Infrastructure

SUMMARY
<p>The Thames Valley Science and Innovation Park will be 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 instance the proposed Thames Valley Science and Innovation Park will comprise around 55,000 sqm of floorspace (in total) and is linked to the University of Reading (the applicant). The Park is expressly promoted in this location by Wokingham's current Development Plan Policies.</p> <p>Wokingham Borough Council granted outline planning permission for phase 1 of the Science and Innovation Park (18,850 sqm of floorspace) and full planning permission for the construction of the access road and M4 overbridge on 27/05/2010 (planning application reference O/2009/1027). Under the outline element of the planning permission, all matters except access for the Science and Innovation Park were reserved. The access road and M4 overbridge comprise the northern part (phase 1) of the Shinfield Eastern Relief Road, a scheme has been delivered in one phase. The Eastern Relief Road is now fully open.</p> <p>The principal of the development and matters of detailed access have therefore already been established under the outline permission. Subsequent applications for reserved matters planning permission have been approved for the Gateway Building under 151988 and for a Cancer Treatment Centre under 162841. In addition to these applications car parking for the entire phase one was approved under 162818 and has been implemented.</p>

The current reserved matters is for a building that would link onto the Gateway Building. The application presents detailed matters of appearance, landscaping, layout and scale for the Local Planning Authority's consideration.

This application includes a 3,770 sqm for Building 2 within phase 1 of the Science Park. The building links to the Gateway Building and is linked to the wider Thames Valley Science Park (TVSP) masterplan. Building 2 will provide multi tenanted flexible accommodation with specialist laboratory facilities, offices and support.

The proposed siting of the building, together with the associated landscaping, reflects the indicative layout previously agreed; which will allow the initial establishment of a campus-style layout whilst retaining a unique character separated from nearby settlements and visible from the M4. The proposed site arrangement therefore develops and responds to the key parameters established under the outline planning permission and acknowledges the overall future context and vision. Temporary parking is also provided to ensure suitable parking for the phased delivery of the Science Park.

Building 2 follows on from the design parameters and detailed design of the Gateway Building. This is striking in design, creating a dynamic and distinctive sense of place tied to and co-ordinated with the external landscape setting and public realm. The architecture of the buildings is considered innovative and high quality; therefore delivering a positive presence on the M4 corridor and within the developing South of M4 Strategic Development Location.

Subject to the recommended conditions the development will not impact unacceptably upon any heritage assets and/or the amenity of neighbouring residential properties. In addition, the development would provide vehicle and cycle parking in accordance with Wokingham parking standards and would facilitate bus and pedestrian connection to the site.

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.

The application is therefore recommend that the application is approved, subject to the conditions listed 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

That the committee authorise the **GRANT OF PLANNING PERMISSION** subject to the following:

Conditions and informatives:

Conditions:

Implementation

1. Nothing herein contained shall be deemed to affect or vary the conditions imposed by planning permission 0/2009/1027 dated 27/05/10 which conditions shall remain in full force and effect save in so far as they are expressly affected or varied by this permission.
2. 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).

Plans

3. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan numbers being finalised to be included on members update

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.

Materials

4. The external surfaces of each building and hard surfaced area, including footpaths, shall be carried out only in accordance with the details of materials hereby approved:

Ref	Element (Refer to Ryder elevations 360-001 and 365 series)	Specification
1	Rainscreen panel Type 1 - Corten Weathering Steel – Vertical panels	Kingspan Benchmark (or similar approved in writing by the Local Planning Authority) 'hook-on' cassette system vertical rainscreen panels secret fixed. Corten steel panels to all window reveals, window soffits and windowcills.
2	Rainscreen panel Type 2 - Corten Weathering Steel – Horizontal panels	Kingspan Benchmark (or similar approved in writing by the Local Planning Authority) 'hook-on' cassette system horizontal rainscreen panels secret fixed. Corten steel panels to all window reveals, window soffits and windowcills.

3	Rainscreen panel Type 3 – Anodized aluminum horizontal panels	Kingspan Benchmark (or similar approved in writing by the Local Planning Authority) 'hook-on' cassette system horizontal rainscreen panels secret fixed. Anodized aluminum panels to all window reveals, window soffits and window cills. Panels to be matt finish. Anodized aluminum panels to overclad external doors at roof level.
4	Curtain Walling	Anodized aluminum double glazed curtain walling system with capped window perimeters and silicone joint intermediate transoms and/ or mullions. Glazed lookalike ceramic panel to inner pane to spandrels RAL 7016.
5	Louvres	Aluminum louvre panels integrated into aluminum curtain wall system.
6	Brickwork	Dark grey engineering facing brickwork with dark grey colour mortar around perimeter of building plinth and external compound.
7	Parapet capping Type 1	Corten weathering steel parapet capping to be flush with outer face of Corten rainscreen panels.
8	Parapet capping Type 2	Anodized aluminum parapet capping to be flush with outer face of anodized aluminum rainscreen panels.
9	Glazed doors	Glazed door integrated into curtain walling system.
10	Flues	PPC grey fume exhaust flues on painted CHS structural support.

Reason: To ensure that the external appearance of the building and hard surfaced areas is satisfactory – Core Strategy Policies CP3 and CP16.

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.

Servicing

6. No occupation of the relevant part of the development shall occur until a Delivery and Servicing Management Plan for that relevant part 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.

Highways

7. Prior to the commencement of the development details of secure and covered bicycle storage/ parking facilities for the occupants of and visitors to the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form 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 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

8. Upon completion of the car parking area approved and implemented under 162818, the temporary car park as shown as serving 32 spaces as shown on plan RYD1306.GA.100 Rev 8 shall be removed and the land reinstated to amenity space.

Reason: In the interest of visual amenity in accordance with Core Strategy Policy CP3

Environmental Health

9. No occupation of the relevant part of the development shall occur until a Waste Management Plan for that relevant part of the development 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 and operated thereafter for the duration of the relevant uses.

Reason: In the interests of the visual amenity of the area and 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.

10. Noise resulting from the use of plant, machinery or equipment 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.

11. The development shall be implemented with strict adherence to standard UK construction practice and guidance and in accordance WSP letter dated 07/11/2017. No building shall be occupied until the measures have been carried out and a validation report has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure any contamination of the site is remediated and to protect existing/proposed occupants of the application site and/or adjacent land - Wokingham Core Strategy Policy CP1.

12. 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

Sustainability

13. Prior to the submission of the final reserved matters application pursuant to planning permission O/2009/1027 (the outline consent), a carbon reduction scheme for the Building 2 (with a timetable for implementation) shall be submitted to and approved in writing by the Local Planning Authority. The carbon reduction shall be achieved either through the retrofitting of PV cells on the roof of the building or through connection to a district heating system via a Phase 1 energy centre or a combination of the two. The carbon reduction scheme approved shall be implemented thereafter in accordance with the approved timetable for implementation.

Reason: To ensure that the proposal delivers a carbon reduction scheme in general accordance with the measures set out in the Energy Demand Assessment and Renewable Energy Appraisal Study approved at the time of determination of the outline planning permission. Relevant Policies: Core Strategy policy CP1, Managing Development Delivery (MDD) document Policies CC04 and CC05.

Visual Amenity

14. Other than the coordinated flues shown on the drawings hereby approved, no plant, machinery or equipment mounted on the roof of the development hereby permitted shall exceed the height of the rooftop parapet of the relevant building.

Reason: In the interests of the visual amenity of the area. Relevant Policies: Core Strategy Policies CP1, CP7 and CP16 and Managing Development Delivery Development Plan Document Policies CC03, TB13 and TB21.

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 reserved matters planning approval should be read in conjunction with the S106 for the outline planning application for planning permission O/2009/1027.

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. 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.

5. 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.

6. 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.

7. 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 months 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.

8. 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.

9. Employment and Skills plan should be provided in accordance with the Council's guidance. The applicant is advised to contact Angela Torr, Economic Sustainability Team, WBC.

PLANNING HISTORY		
Application Number	Proposal	Decision
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.
162841	Reserved Matters in relation to the development of Phase 1b of the	APPROVED 8 TH December 2016.

	proposed Thames Valley Science Park (TVSP) for a new cancer treatment centre, all associated landscaping, access and ancillary works	
162818	Reserved Matters application for the car park for phase 1 of the Science Park	APPROVED 8 TH December 2016.
160011	Application for a Minor Material Amendment to planning consent F/2010/1428 (as amended by VAR/2014/2133) for the construction of the Shinfield Eastern Relief Road to allow for minor revisions to the alignment of the Arborfield Road tie in.	APPROVED 17 March 2016

SUMMARY INFORMATION	
For Commercial	
Site Area	0.5Ha
Previous land use(s) and floorspace(s)	3,770 sqm
Proposed floorspace of each use	3,770 sqm
Change in floorspace (+/-)	+3770 sqm
Number of jobs created/lost	*
Existing parking spaces	554 spaces to be provided as part of the phase 1 approved and implemented car park. 3 further blue badge spaces and 12 cycle storage spaces.

CONSULTATION RESPONSES	
Berks, Bucks and Oxon Wildlife Trust	No comments received
Royal Berkshire Fire and Rescue	No comments received
Southern Gas Networks	No comments received
SEE Power Distribution	No comments received
Thames Water	No objection
WBC Biodiversity	No comments received
WBC Drainage	No objection
WBC Environmental Health	No objection
WBC Highways	No objection
WBC Tree & Landscape	No objection
WBC Public Rights of Way	PROW not affected
Highways England	No objection

REPRESENTATIONS
Town/Parish Council: No comments received
Local Members: No comments received
Neighbours: No comments received

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	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 (including countryside)
	CP14	Growth and Renaissance of Wokingham Town Centre
	CP15	Employment Development
	CP16	Science Park
	CP19	South of M4 Strategic Development Location
Appendix 7		Additional Guidance for the Development of Strategic Development Locations
Adopted Managing Development Delivery Local Plan 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
	CC08	Safeguarding alignments of the Strategic Transport Network & Road Infrastructure
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage

	TB12	Employment Skills Plan
	TB13	Science and Innovation Park
	TB15	Major Town, and Small Town/District Centre Development
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
	TB23	Biodiversity and Development
	TB24	Designated Heritage Assets
Shinfield Parish 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
Supplementary Planning Documents (SPD)	BDG	Borough Design Guide
		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.

PLANNING ISSUES

The 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. 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. There are a significant number of mature trees to the boundaries of the site and a few significant trees that lie within the site overarching phase one boundary although none of these would be affected by the current proposal.
2. The main access to the site will be via the new Shinfield Eastern Relief Road to the west of the site, which is fully open.
3. 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 properties are bounded on three sides by the application site.
4. The application site for this phase of the development covers an area of approximately 0.5ha of the 19.2 ha covered by the original outline approval. The site is wholly under the applicant's ownership, having previously been part of its horticultural research unit.
5. Since the approval of 152330 for the Gateway Building, the building has been erected on site and at the time of writing, is almost ready for the first users. In addition to this, 162841 was approved for a building to serve as a new cancer treatment facility and building work to deliver this is well advanced.

The Principle of the Development and the Outline Planning Permission

6. 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 – Core Strategy Policies CP16 and CP19, Wokingham's Managing Development Delivery Document Policies TB13 and SAL07 and the South of M4 Strategic Development Location (SDL) Supplementary Planning Document (SPD). It will deliver substantial public benefit both locally and for the wider region.

7. 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. The provision would facilitate the expansion and diversification of the University of Reading as a promoter of research and development in collaboration with the commercial sector. 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. Policy 1 of Shinfield Parish Plan sets out the development limits. These follow those identified in the South of the M4 SPD and identifies the area for the Science Park. The development site is within these limits. Policy 2 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
8. Wokingham Borough Council granted outline planning permission for phase 1 of the Science and Innovation Park (18,850 sqm of floorspace) and full planning permission for the construction of the access road and M4 overbridge on 27th May 2010 (planning application reference O/2009/1027). Under the outline element of the planning permission, all matters except access for the Science and Innovation Park were reserved. Condition 3 of the permission limits development on the site to research and development, laboratories and high tech uses plus ancillary development only so as not to undermine its key purpose for the promotion of research and development. The LPA's resolution to approve the outline planning permission formally establishes the principal of the development (i.e. the use and quantum) on this Site and the detailed matter of access from the Eastern Relief Road – matters which are not for reconsideration here.
9. The access road and M4 overbridge of planning permission O/2009/1027 comprised the northern part (phase 1) of the Shinfield Eastern Relief Road. Since the approval of the outline scheme, the Eastern Relief Road has been delivered as one phase and the road is fully open from the Black Boy Roundabout to the Arborfield Road.
10. Outline planning permission was also granted for phase 2 of the Science Park under planning approval 163609. This was for the remaining allocated site area for 57,110m² of research and development and innovation floor space (with occupancy restricted by a Gateway policy).
11. The Outline Planning Permission for the Phase 1 of the Science Park itself set out the parameters for the development of the Reserved Matters planning applications. In particular, it tied the development to the 'First Phase Parameter Plan' (Drawing TP102). It also included illustrative masterplans of how it was envisaged, at that time, that the development across the whole Science Park would be designed. Whilst the reserved matters for the cancer treatment facility were brought forward in advance of Building 2, this did not prejudice the current application in anyway.

Proposed Reserved Matters Development

12. Reserved Matters planning permission is now sought for the construction of Building 2 and all associated landscaping and ancillary works. In accordance with condition 2 of the outline consent, the application presents detailed matters of appearance, landscaping, layout and scale for the Local Planning Authority's consideration. Detailed drawings are included at the appendix of this report.
13. This application for Building 2 comprises of 3770sqm building that would link onto the Gateway Building. The building will be located to the north of the main entrance of the Science Park. As with the Gateway Building, this will provide multi tenanted flexible accommodation with specialist laboratory facilities, offices and support.
14. The proposal is for a new building which has three floors. Two of these serve as the principal function for laboratory and linked office accommodation and a further subservient floor for ancillary services such as IT servers / machinery to serve the operation of the building. For the architectural detailing of the exterior of the building, a combination of corten steel cladding, anodised aluminium rainscreen cladding and curtain wall glazing is proposed. This echoes the design principles established by the main Gateway Building.

Layout

15. The building will provide laboratory, office and support space in accordance with the principle of development established by the outline application. The proposed siting of the building, together with the associated landscaping, reflects the indicative layout previously agreed which will allow the initial establishment of a campus-style layout whilst retaining a unique character separated from nearby settlements and visible from the M4. The proposed site arrangement therefore develops and responds to the key parameters established under the outline planning permission and acknowledges the overall future context and vision.
16. Building 2 wraps along the north eastern flank of the Eastern Relief Road. From the delivery of the road, there has been significant landscaping including bunds to soften the impact of the road and this would partially help screen the development from the road. The building would link onto the Gateway Building and effectively form a 'L' shaped building when delivered, framing this from the Eastern Relief Road and main entrance of the site. As the site slopes gently from the north to the south, there would be an element of cut and fill to accommodate the building. This however would allow the building to integrate with the landscape and the screening arising from the element of cut would reduce the impact associated with the additional bulk of the building.
17. To support the building, car parking has been approved for the Gateway Building to the north of the building which has been implemented. Further blue badge bays are provided immediately adjacent to the building together with cycle storage. A central landscaped boulevard was approved for the Gateway Building which would provide pedestrian links to the wider Science Park as this is brought forward.
18. Servicing for the building is well considered and accessed at the north of the building between this and the main car park.

19. The separation of car parks, service roads and pedestrian areas as previously approved provides clear wayfinding and the layout of the building and external landscaping is considered to link in well with these.

Scale

20. The site massing principles are set from the original indicative master plan and parameter plan attached to the outline planning approval. This illustrated three and two storey development zones together with target datum levels.

21. The proposed building has an overall building height of 11m to achieve the necessary internal space standards required for the facility. Beyond this co-ordinated flues, necessary to serve the functionality of the laboratory spaces within the building, extend beyond the overall building height in line with legislative practice.

22. Given the fall of the land, a plateau for the phase 1 buildings of the Science Park would be created at +57.8 AOD through cut and fill processes. The building will therefore achieve a top of roof level of +68.6 AOD. Whilst this is marginally above the approved parameters for this building which were 68 AOD, the additional 60cm in height is required for service facilities in the roofspace such as IT servers and allow maintenance to these. The increase above the approved parameters represents just 60cm and this would not be discernible when taken in context with the wider development and would not have a significant landscape impact.

23. Given the marginal increase in height, limited landscape impact, this is not considered to be materially harmful to the character of the area / neighbouring amenity. In any event, the public benefits that would be delivered by the Science Park would outweigh any significant harm.

Appearance

24. The design of the building follows on from that established by the Gateway Building. In order to break up the massing and width of the building, corten steel cladding has been used together with glazed panels. This is staggered across both the front and rear elevation. The corten steel is a high quality material which oxidises over time and will change in terms of colour texture. This provides a natural style of appearance for the building and helps it to integrate within the landscape. This high quality design approach is welcomed will give the Science Park a distinctive design and will allow the new building to incorporate into the design of the Gateway Building.

25. The development will therefore deliver a positive presence on the M4 corridor and within the developing South of M4 Strategic Development Location.

Landscaping, Trees and Visual Character

26. 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. Policy 6 of Shinfield Parish Plan 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. Policy 7 of the Shinfield Parish Neighbourhood Plan seeks mitigation and measures to enhance biodiversity.

27. Although the landscaping put forward by the current reserved matters application is limited, it is important to consider this in context with the wider landscape strategy approved for the Gateway Building. A strong landscaping buffer to the Eastern Relief Road has been delivered which provides a good buffer between the building and the road. The early implementation of this will help reduce the impact of the siting of the building and help into integrate into the landscape. The reserved matters for the Gateway Building also delivers significant landscaped garden areas and open space which will positively contribute to the campus feel of the Science Park. In addition this will deliver ecological benefits. Taken as a whole, the landscape strategy will positively benefit the setting of the Science Park and reduce the harm of Building 2.

Levels and Surplus Fill

28. Given the fall of the land, a plateau for the phase 1 buildings of the Science Park would be created at +57.8 AOD through cut and fill processes. Proposed levels drawings have been submitted for Phase 1A, with an overview of the whole site. Sections through the site have also been provided. These plans give a clear indication of how the proposed levels will work across the site. WBC's Landscape Officer has reviewed the details and is satisfied with those in as far as they relate to this reserved matters application.

29. It is anticipated that the works to create the Gateway Phase 1A development will generate a net surplus of approximately 5,000 cubic metres of fill material. It is the applicant's current intention to retain this material in anticipation of its reuse and incorporation within the permanent works for future phases of the development. This would avoid the potentially significant need for both import of material during future phases and off-site disposal during the gateway phase. It is suggested that the surplus material could be placed in the area located immediately to the north-west of the application boundary and sympathetically re-profiled to minimise visual intrusion upon the surrounding landscape. It is further suggested that details of the re-profiling and method for protecting this material during the period pending the construction of the future development phases would be designed in light of the final volume of material achieved is controlled by a condition which has been agreed.

Existing Trees

30. All existing trees and hedgerows will be retained on the site and have been considered as part of our proposals. This phase of the building is sited well away from any existing mature trees and as such there would be no significant harm.

Access / Highways

Access

31. The outline planning permission for The Science Park established the access to the site and was accompanied with a full Transport Assessment. This included modelling the impacts of the development by using the Wokingham Strategic Transport Model which included a review of this development site, the South of the M4 SDL and the wider Core Strategy development proposals. It was demonstrated

that there would be no significant harm caused by additional houses to both local and the wider transport networks, subject to the delivery of the Transport Interventions that were identified and secured through a legal process. The current reserved matters application does not deviate from the established access points approved under the outline planning application.

32. 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.
33. Vehicular access into the application site is from be off of the Eastern Relief Road via a roundabout that has been delivered. Within the site itself there is an access road leading to the car park which wraps around the Gateway Building. Pathways for Building Two are generally fully segregated from vehicular routes and the building will also be accessed by the central plaza that has been delivered for the Gateway Building.
34. Bus access to the site will be via the Eastern Relief Road. A bus stop located on the main access road fronting the Gateway Building was agreed through the approval of the reserved matters for this phase. The applicant has submitted a travel plan which has been agreed by Highways Officers to encourage sustainable transport.
35. A new bus service is being introduced in a phased manner which will eventually operate along the A327 and A33 corridors between Reading and the development areas to the south of the M4 motorway. The bus service commenced in September 2016 as the Leopard 10 bus service operated by Reading Buses.
36. A separate shuttle bus service (branded as the 10a service) is currently operating between Reading town centre and TVSP Shinfield site, calling at the UoR Whiteknights Campus, in anticipation for first occupations of the Science Park. This service will eventually merge with the wider Leopard 10 service to serve both the South of M4 SDL sites and TVSP Shinfield.
37. The bus service is being delivered as part of the wider South of M4 Public Transport Strategy, providing bus services to serve both the needs of TVSP as well as the strategic residential development taking place within the South of M4 SDL. The funding for such a bus service has therefore been secured through S106 contributions from all relevant developments in the area.
38. These bus services will eventually provide a 30-minute frequent service to the Science Park (and wider South of M4 SDL) before serving key destinations in the area including the University's Whiteknights Campus, the Mere oak Park & Ride facility as well as Reading town centre and railway station. The Science Park is also within 800m of other bus routes operating within Shinfield which also provide frequent services to Reading and Wokingham, including the existing 'Leopard' service operated by Reading Buses. The two services combined provide an equivalent service of a bus every 12 minutes.
39. Overall the travel plan and South of M4 Bus Strategy will provide good public transport links to the site offering suitable alternatives to the private motor vehicles.

Car, Motorcycle and Cycle Parking

40. In terms of car parking, this has been agreed by reserved matters application 162818 for phase 1 with a total of 554 spaces approved and this has been implemented. As such the parking has been agreed for this building. The proposal does however provide a further 3 disabled spaces, and 12 cycle stores. Highways have assessed this provision and they raise no objections subject to conditions 7 and 8.
41. As the main car park is being delivered in a phased approach (to date 287 spaces have been delivered), in order to secure suitable parking for Building 2, the Gateway Building and the Cancer Treatment Building, two temporary car parks are proposed by this application. This secures the ratio of parking of one space per 33 sqm that has been previously approved for the other phases. This is considered an acceptable approach and addresses any potential shortfall in parking that can occur during the early phases of the building. A condition is attached seeking removal upon completion of the main parking area. The location of the car parks is acceptable and they are in close proximity of the buildings that they would serve.

Servicing

42. Servicing for the Building 2 will be predominantly from the rear of the building. Service vehicle parking will be screened by the bund that has been delivered by the ERR and as such there would be no significant harm on the landscape associated with delivery lorries or activities within this area.

Construction Management

43. The S106 of the outline consent requires the developer to submit to the Council, prior to commencement of development, a Construction Management Plan and Routing Agreement proposing the routes and access arrangements for construction traffic visiting the site. The S106 specifically sets out that Cutbush Lane shall not be used for construction access at any time. Construction Management and Construction vehicle Routing therefore will be dealt with under the provisions of the S106 and do not fall for consideration under this Reserved Matters application.

Drainage, Flood Risk and the Water Environment

44. Policy CC10 (Sustainable Drainage) states that all development proposals must ensure surface water arising from the proposed development is managed in a sustainable manner. Policy 8 of the Shinfield Parish Neighbourhood Plan echoes these principles. In respect of this, a Drainage Strategy has been submitted with the application for this purpose.
45. The attenuation is to be primarily provided through the use of a dry pond adjacent to the main entrance of the site (i.e. a basin that is designed to attenuate water and then drain this volume of water at a controlled runoff rate until the pond is dry). The attenuation volume in the pond has been designed to accommodate the volume of water that would be received with a 1 in 100-year rainfall event (including a 20% increase to peak rainfall intensity to allow for climate change).

46. Surface water runoff from the site and surrounds is currently conveyed to existing drainage channels. This network of drainage channels then convey the surface water runoff to discharge to the River Loddon. The development of the site retains this discharge arrangement for surface waters, and includes the pond to provide the required attenuation volume for restricting the runoff rate and volume. There would be a controlled release from the pond, with this connecting via a headwall to a linear swale that is included next to the access link down to Cutbush Lane. This linear swale runs parallel to an existing ditch, but is a new feature to offer the required conveyance eastwards from the pond and also to collect surface water run-off from the access link. There will be a second control structure and further attenuation in the form of a shallow pond / attenuation basin included at the eastern end of the swale, immediately prior to the release from the site to the drainage channel adjacent to Cutbush Lane. The first control structure (from the main pond to the pipe and swale) and the second control structure (from the swale and shallow pond to the drainage channel) will ensure that the surface water runoff rate and volume is regulated, offering betterment to the existing situation.
47. Wokingham's Flood Risk Manager has reviewed the drainage strategy and are satisfied with the details.
48. The drainage system will remain in private ownership and its operation and maintenance will be the responsibility of the applicant. WBC will however likely seek to designate the pond as a Flood Defence Structure as part of its duties under the Floods and Water Management Act. This process will fall outside of the planning application.

Heritage assets

Listed Buildings, historic parks and gardens, scheduled ancient monuments and conservation areas

49. Policy TB24 of the MDD sets out that the Borough Council will conserve and seek the enhancement of designated heritage assets in the Borough and their settings.
50. It was established at the outline application stage that the TVSP, subject to the parameters approved at that time and brought forward here, would not have a detrimental impact upon the listed Cutbush House and Badger Cottage and their settings. The Gateway Building is located well away and as it extends onto the rear of this, there would be no significant harm.
51. 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.

Archaeology

52. Condition 20 of the outline planning permission requires that no development shall take place within the site other than in accordance with a detailed programme of archaeological work which has first been submitted to and approved in writing by the LPA. In this regard the application submissions are inclusive of a Written Scheme of Investigation for Geophysical Survey and Archaeological Evaluation. Having reviewed that submission, Berkshire Archaeology are satisfied that it sets out an appropriate

initial scheme of archaeological work for Phase 1 of the proposed TVSP. Depending on the results of the initial work, further phases of work may be required for the area to safeguard the potential archaeological interest. Wokingham Officers accept the findings of the assessment and Berkshire Archaeology's expert advice on this matter. The submissions are sufficient to satisfy the submission requirements of condition 20 of the outline planning permission.

Neighbouring Amenity

53. 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. Policy 2 of the Shinfield Parish Plan seeks to ensure that new development does not harm existing residential amenity.

Use

54. 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.

Noise Impact

55. Condition 19 of the outline permission requires the submission (for written approval) of a scheme which "specifies the provisions to be made for the control of noise emanating from the access road and built development and the approved scheme shall be fully implemented prior to the occupation of the building(s)".

56. 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 submitted Acoustic Report is therefore sufficient. In any event, recommended condition 10 (noise from plant etc.) will further safeguard neighbouring properties in this regard. Noise mitigation in respect to the Eastern Relief Road (the 'access road') has already been agreed and will be implemented pursuant to the requirements of planning permission VAR/2014/2133.

Outlook and Privacy

57. 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. Whilst the building would be marginally higher than the outline parameter plans (60cm higher), the level of separation to the new dwellings that are being delivered at Cutbush Lane is in excess of 60m. This falls well within the Borough Design Guidance threshold of 15m front to front separation for a building of this height. The location of the building and relationship with the Gateway Building means that there would be no significant harm to these residents or any other surrounding dwellings in the area.

Impacts During Construction

58. Noise, disturbance and inconvenience during the construction period can be minimised as far as is reasonable through good practice and through the existing conditions and S106 obligations attached to the outline planning permission - including conditions 18 and 19 restricting hours of construction work and requiring provision of measures for the control of dust and emissions respectively and Schedule 2 of the S106 requiring the operation of a Construction Management Plan and Construction Vehicle Routing Agreement. No further mitigation is considered necessary.

Amenity Conclusions

59. 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.

Land Contamination

60. A geotechnical and ground contamination assessment of the Site has been undertaken and submitted to support the application and discharge the requirements of condition 21 of the outline permission. The assessment evidences that, subject to a ground gas risk assessment, the site is suitable for the proposed development with no remedial actions being required other than strict adherence to standard UK construction practice and guidance. Officers accept this conclusion.

61. A ground gas risk assessment has also now been undertaken and submitted. The ground gas risk assessment identifies the site as low risk and, in that context, identifies appropriate protection measures. Subject to the implementation of those protection measures, WBC have no reason to suggest that ground gas will pose an unacceptable risk to the future operations of the building, users of the site and/or adjacent land.

62. In the circumstances officers are satisfied that a thorough investigation and assessment has been undertaken to identify the potential for contamination at the site, and that the mitigation measures identified are appropriate. The submissions therefore satisfy the initial submission requirements of condition 21 of the outline permission. As per the second part of condition 21, a validation report will be required in due course. In addition, a further precautionary condition is recommended to deal with the situation should any currently unidentified contamination be detected at any point during the construction period. This follows advice from WBC's Environmental Health Officer.

Sustainable Design and Construction

63. 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 100sqm to achieve the necessary mandatory Building Research Establishment Assessment Method (BREEAM) requirements. MDD policy CC05 (Renewable Energy) requires that non-residential schemes of over 1000m² gross floorspace should provide for a minimum 10% reduction in carbon emissions through on-site renewable energy or low carbon sources. Renewable energy can be used as part of reaching the BREEAM requirements.

64. Through minimising excessive energy usage within the building (heat loss / gain via the external fabric of the building) and maximising the use of efficient technology (e.g. LED Lighting, high efficient boilers / chillers, automatic ventilation control systems) it is anticipated that a 20% betterment against the current Part L2A Building Regulations assessment will be achieved.
65. The options identified to satisfy the carbon reduction target via LZC technology for the Building 2 would be either through the installation of photovoltaic (PV) panels onto the roof, or through connection to a central energy centre providing low carbon heat to some or all of the phase 1 buildings, or through a combination of these two options.
66. The final choice of technology will be made at a later date, and these are required to be submitted prior to the final reserved matters application for this site. The option of the centralised energy centre can only be established as viable once the full energy profile of Phase 1 has been determined. If the energy centre is created for a phase 1 load profile based on a single building energy profile (i.e. the Gateway Building), this may result in an inefficient technology being adopted and may not achieve the necessary carbon reductions for the whole phase. Similarly, the installation of PV on the building from the outset will have consequences for the overall phase 1 energy profile and could therefore influence the viability of the energy centre.
67. The installation of PV onto the building can be undertaken retrospectively. The building will also be designed to accommodate the future provision for a district heating system via a centralised Phase 1 Energy Centre. Provision will be made within the building to accommodate pipework and plant room space within the building. In this way the optimum design solution for reducing carbon emissions across the whole of phase 1 can be delivered. A condition is recommended to ensure that prior to the submission of the final reserved matters application a carbon reduction scheme for the Gateway Building will be submitted for written approval and thereafter implemented.

Environmental Impact Assessment

68. The principal decision for the development was granted under outline application O/2009/1027. The development was Environmental Impact Assessment (EIA) development for the purposes of the EIA Regulations and the application was accompanied by an Environmental Statement – the content of which was given full consideration at the time of the principal decision.
69. The Reserved Matters application for the construction of the Building 2 of phase one will be an ‘implementing application’. The Local Planning Authority are not currently in possession of any evidence or information that the development will likely have significant effects on the environment that were not identified and assessed at the time of the determination of the principal decision. As the reserved matters application is within the parameters assessed at the outline stage, there is no further requirement for EIA

CONCLUSION

The development accords with adopted development plan policies and Shinfield Parish Neighbourhood Plan 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 conditions listed above.

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